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MARTIN ALLEN/BART'S BASH

The Bart's Bash effect

As we went to print, reports and photos were still reaching us at Y&Y HQ as the Bart's Bash effect rippled around the globe for the second year. Joining the Andrew Simpson Sailing Foundation for the event at Weymouth and Portland National Sailing Academy, I think this year's Bart's Bash counted as one of my all-time top races! Not only did the big man himself send us some beautiful weather to enjoy, but the excitement among all the competitors at being part of something very special was remarkable. And I'm not going to deny, arriving at the windward mark at the same time as Giles Scott (who swapped his Finn for a 29er for the day) was pretty fun – while it lasted!

It was impressive to see many of the best-known sailors in our sport, from class champions to America's Cup sailors to Olympians, swapping their usual boats for something completely different. Particularly amusing was watching as Ben Ainslie jumped into a Pico to take part in the Bart's Buoy Race at WPNSA – which was almost more fiercely contested than the main race! And seeing young sailors, some of whom were taking part in their very first race, able to sail against their heroes was another highlight.

That the event – not just at Weymouth, but around the world – has again been realised comes down to the work of many volunteers, as so often in our sport. A great job done by all.

Something that struck me as very different this year though, arriving at WPNSA the night before for the fundraising dinner and auction, was that several of the ASSF team, the organisers behind the whole thing, looked relatively relaxed. I was pleased to see this – a far cry from last year's experience which was somewhat overwhelming. Buoyed by the positivity and enthusiasm that's backed this event once again, there's no doubt that Bart's Bash is shaping up to be a regular fixture that will continue to unite sailors in one fantastic event. I for one cannot think of a greater flagship event for our sport in the future, and can't wait to see what 2016 will have in store.



Georgie Corlett-Pitt, Editor



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WRITERS THIS MONTH INCLUDE...



Andy Rice has a wide grasp of the dinghy racing scene at all levels up to the Olympics. The Musto Skiff is his boat, and he revisits the class this month



Alec Marsh has sailed the ARC and raced in Scotland and the Solent. As well as national papers, he has written for The Spectator and Country Life



Luke Patience is one of the world's top sailors, taking silver in the 470 at the London Olympics, and has just been selected for the 2016 Olympics

YACHTS & YACHTING

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Alex Thomson's new IMOCA 60 Hugo Boss

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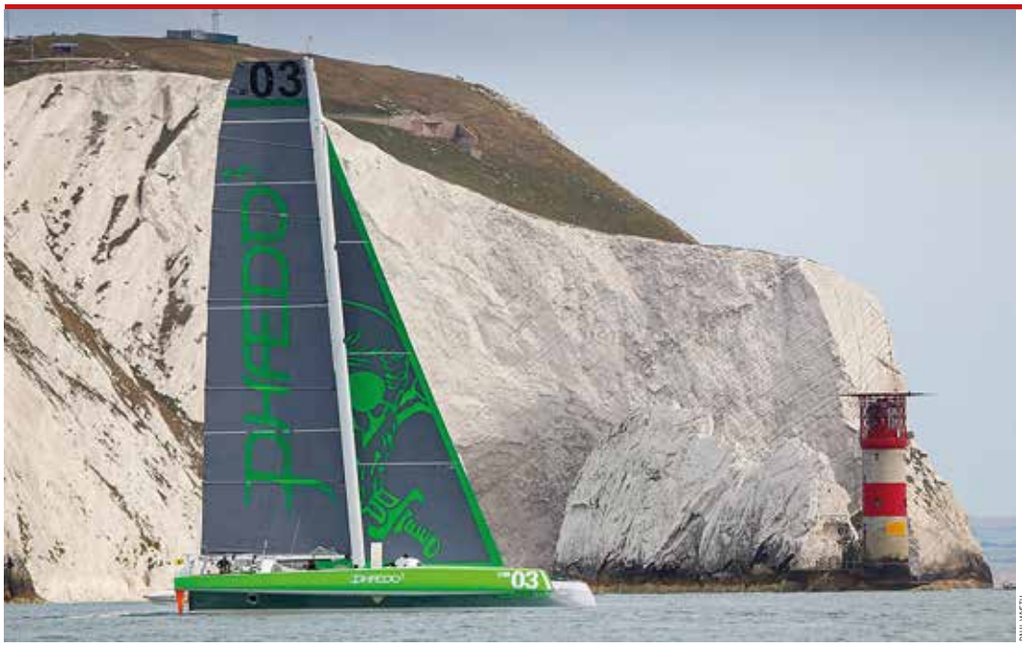
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NEWS



OSKAR KIHLBORG/VOLVO OCEAN RACE



PAUL WYETH

Tri takes a trio of records

Lloyd Thornburg's MOD 70 trimaran Phaedo3 has seen a spectacular run of form this month, setting three new speed records.

Thornburg and his crew kicked of their phenomenal streak by completing the Fastnet Race original course in approximately 27 hours and 34 minutes (pending ratification by the World Sailing Speed Record Council), meaning they've shaved approximately four hours off the old record.

Within just an hour of finishing their Fastnet course, they were off again, this time heading south to take in the Plymouth to La Rochelle record, set by Steve Fosset on Playstation in 2002, with a time of 16h, 14m, 40s. Leaving in the darkness they blasted across the Channel and Bay of Biscay and arrived just as the moon was coming up off La Rochelle with a time of 14h 05m 27s.

Finally, just five days later, the team was at it again; this time they had their sights set on the Cross Channel, shaving 25 minutes off the previous record by the time they arrived in Dinard, Brittany and recording a top speed of 40.9 knots. Phew!

CHERRY ON TOP

For the first time in the 25-year history of the Classe Figaro Bénéteau circuit, a skipper from this side of the English Channel is leading a major French solo offshore event. At 30-years old and after five years competing on the Figaro circuit, British skipper Nick Cherry (Redshift) has started a revolution.

His victory has been reported in France as a "Coup de Trafalgar", and is an event with repercussions set to go down in offshore history. Cherry has upset the French pecking order in the final event, the Generali Solo Mediterranée, counting towards the Championnat de France Elite de Course au Large en Solitaire – the offshore championships of France.

Cherry established himself on the battlefield early on in Sète, proving himself a formidable Figaro competitor. Dominating the competition both inshore and offshore, Cherry has unnerved the French offshore experts with his consecutive top 10 performances – ninth being his lowest result in the competition so far. Impressive.



ALEXIS COURCOUX

Knut steps down

Long-time CEO of the Volvo Ocean Race, Knut Frostad has announced his intention to stand down as he intends to spend more time with his young family.

Frostad's association with the race goes back many years, first as a crewmember in 1993-4, then a skipper before moving into his event management role for the 2008-9 edition. During his tenure the race has gone from strength to strength and it was under his leadership the recent switch to one-design boats was effected, essentially saving the event from disappearing altogether.



STUDIO BORLENGHI/ANDREA PISAPIA

Star Sailors League

The Star Sailors League Lake Grand Slam champions are George Szabo (USA) and Patrick Ducommun (SUI) after a thrilling four-boat final in light winds on Lake Neuchatel, Switzerland, *reports Bob Fisher*. It was the only race in a total of 10 during the event that the pair had won. They received a US$25,000 prize.

The four-leg final race saw the lead change frequently. Robert Stanjek and Frithjof Kleen (GER) showed incredible downwind speed on the final leg to overcome a 150 metre gap, overtake two boats, and move into second place to take the US$15,000 second prize, a gain of $5,000 on one leg!

The other finalists included Mark Mendelblatt and Brian Fatih (USA) and Croatians, Ivan Gaspic and Jose Revkin. In all, some 70 teams took part in the first ever Lake Grand Slam, among them 13 Olympic medallists.

The culminating event in this year's Star Sailors League is the SSL Finals in Nassau in the Bahamas, in December.



CLIPPER VENTURES

IN NUMBERS

Clipper Race leg one

The Clipper Round the World fleet has arrived in Rio, Brazil, at the end of the first leg, which saw the 12-strong fleet sail over 5000nm in this, the opening leg of the world's longest offshore race.

But the start of the amateur circumnavigation race was overshadowed by the loss of British competitor, Andrew Ashman (pictured), who was racing on board IchorCoal. The tragedy came just days after the start, with the fleet approximately 120nm off the Portuguese coast. The boat's skipper Darren Ladd reported that Ashman was involved in an incident when reefing the main in moderate seas just after midnight local time in a strong breeze. The team diverted to Porto, the nearest port, but soon after – and in consultation with race organisers and race founder Sir Robin Knox-Johnston – they took the difficult decision to continue the race to Rio in honour of their departed teammate.



Meanwhile, just 42 miles from Rio, CV24 LMAX Exchange suffered rudder damage when she ran aground; no crew injuries were reported and the hull was said to be intact. Race officials were working on a plan to re-float the yacht.

'Team Finn' goes global

A new initiative has been launched by the Finn Class as part of a development programme to create a training and racing team beyond the bounds of nationality.

The concept is to create a team of Finn sailors from around the world, who are in need of coaching and funding, enable them to develop their skills together with a high quality coach, while sourcing funding to achieve their goals of reaching the Olympic podium.

The backbone of the plan is to generate money through crowdfunding. As such, a crowdfunding page has been launched on the popular GoFundMe website.

Class battles at boat show

The 2015 Battle of the Classes, held at Southampton Boat Show, saw entries from 31 classes with a win for the International 14 of Archie Massey and Harvey Hillary.

The course was challenging with a start just off the Boat Show Marina maximising spectator opportunities.

The 100-minute pursuit race saw the Toppers setting off first with the leader, Joseph Drake holding on to first place for 70 of the 100 minute race. But at the final gun it was Massey/Hillary's International 14 ahead.

The Battle of the Classes also started the next round of the Musto Speed Challenge, and saw the 2000 pair of Simon Horsfield and Alex Pickles top the current Speed Wall on adjusted speeds, winning £1,000 of Musto dinghy kit.

0.32%

The amount by which the vote to remove Rule 8 – which prevents foils being inserted from underneath and so makes foiling easier – was rejected at the A-Class Worlds

1,000m

How far ahead of second place, Franck Cammas and Louis Viat sailing Groupama were after Lap 1 of the first Little Cup race this year

1,025

The number of sailors and supporters attending this year's RYA Zone and Home County Championships

THEY SAID...

"The noticeable difference is that the M32 turns and manoeuvres a lot better than the Extreme 40… An Extreme 40 is better to tack for sure – but a good tack in the M32 isn't too much worse."

IAN WILLIAMS, seemingly undecided on the relative merits of the EX40 and the M32, the new World Match Racing Tour class.

"As one of our most successful medal winning sports it is fitting that sailing kicks-off our Rio 2016 team announcements."



MARK ENGLAND, Team GB's Chef de Mission for Rio 2016 applies the pressure early, as eight sailors were selected.

"The decision has come as a shock to me so far out from the Games. For classes considered to have no competition the selection has been brought forward, despite being fifth on the World Rankings my campaign has come to a close."

RS:X sailor, **IZZY HAMILTON**, receives the news that she was not among those selected for the Olympic Games in Rio.

"This final is Icarus against Archimedes."

CHRISTOPHE, a C-Class Catamaran fan comments on the Little Cup final between the foiling Groupama and the non-foiling Axon racing.

"The crew complain that I provision the boat only with pork pies, but it is the only food you can eat with one hand and not make a mess."

DAVID GREENHALGH offers a unique nutritional perspective on provision for race days on his J/92, J'ronimo.

"Is it strange? Yes it is. We were trying to rip each other's throats out two years ago."

SoftBank Team Japan's skipper, **DEAN BARKER**, adjusts to working with Oracle Team USA skipper and AC34 adversary, Jimmy Spithill.

"First leg Mini Transat finished. Absolutely brilliant. No communication for nine days though!"

British sailor, **LIZZIE FOREMAN**, got a touch of the 'all-alones' during leg one of the Mini Transat after communication gear failure.

IN BRIEF

ARTEMIS ACQUISITION

Francesco Bruni has been signed up by Artemis Racing as the Swedish team looks ahead to the 35th America's Cup

Super-sub **Nathan Outteridge** has stepped in as a replacement for Leigh MacMillan in the final GC32 series event due to a clash with the Extreme Sailing Series Istanbul Act

Sponsorship J.P. Morgan Asset Management is to stand down as the headline sponsor of **Round the Island Race**. The final edition to be sponsored by the investment company will be the RTI in 2016

Yacht sales Universal Yachting has been appointed by **Dufour** as its UK South Coast dealer

Ninth win **Glenn Ashby** won his ninth A-Class Worlds in impressive style, counting eight straight wins in the process



On the up Up-and-coming British Laser sailor, **Lorenzo Chiavarini** has won ISAF Sailing World Cup, Qingdao

Qualify The ISAF Sailing World Cup, Melbourne will be open only to qualifying 2.4mR sailors – contrary to previous reports

Mini leg The first leg of the Mini Transat has concluded with wins for Davy Beaudart and Ian Lipinski in the Proto and Series classes

Awards Nominations are now being invited for the 60th Yachting Journalist Association Awards. Nominate at yja.co.uk



TEAM CONCISE/HELENA DARVELD

New colours for Concise

Team Concise has announced an official partnership with Barbados Tourism ahead of a season that sees Tony Lawson's British MOD 70, Concise 10, head from the Solent to the Caribbean, *reports Louay Habib*.

Concise 10 is first bound for Lanzarote, to compete in the RORC Transatlantic Race this November. Concise 10 could complete the 3,000 nautical mile race in an astonishing six days, and a duel with Lloyd Thornburg's American MOD 70 Phaedo3, co-skippered by Britain's Brian Thompson, is expected.

Concise 10 is skippered by 27-year old Brit, Ned Collier Wakefield; the MOD 70 was launched this summer and broke the RORC Cowes-Dinard-St Malo race record on its debut offshore. Crew for the RORC Transatlantic Race includes Paul Larsen, Jonny Malbon, Wouter Verbraak and Andy Meiklejohn.

The delivery to Lanzarote will be the furthest the team has sailed Concise 10 so far, and will be an important training run. Collier Wakefield said: "This has been a very steep learning curve. We are still learning every time we go out... On a reach, the apparent wind can be as much as 60 knots, and the boat speed is 30 knots, it is amazing."

After finishing the race in Grenada, Concise 10 will set sail for Barbados, with the Mount Gay Round Barbados Race in January, followed by the RORC Caribbean 600 in February.

Speaking at the launch at Hamble Point Marina, William Griffith, CEO of Barbados Tourism welcomed the project, which highlights the 50th anniversary of independence for Barbados.

Team GB sailors first to Rio

Team GB has announced the first athlete selections for the 2016 Rio Olympics. Eight sailors were the first to be put forward across all sports.

Giles Scott (Finn) and Hannah Mills and Saskia Clark (470 women) received confirmation after medal successes at the Test Event in Rio. Nick Thompson also got the nod on the merit of winning the Laser Worlds earlier in the season; also in the line-up are Ali Young (Radial), Bryony Shaw (RS:X women), Luke Patience and Elliot Willis (470 men). Trials continue for the 49er, 49er FX, RS:X men and Nacra 17.

Farewell to Greg O'Brien

Sailing has said farewell to one of its true characters after Greg O'Brien sadly lost his battle with cancer.

O'Brien's contribution to dinghy sailing was far-reaching, from pivotal roles in the Enterprise class to the early formation of the RS400, and from grass-roots club dinghy sailing to coaching in Zimbabwe. On the race course, he won national titles and the Endeavour Trophy in 1995.

Many will also remember him for his business life; he founded Purple Sails & Marine, and latterly held a leading role with Crewsaver.

GREAT READING

This month our sister magazine, Classic Boat catches up with two new, traditionally built cruising yachts, goes sailing in the Jack Laurent Giles boat Whooper, and reproduces stunning photographs of the 15-M class fleet.

Meanwhile Sailing Today kicks off a special Hidden Caribbean Anchorages series with Part I – the Windward Islands, reviews the Oyster 475 and talks to Nautor's Swan MD Enrico Chieffi on why he's building smaller boats.



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Guo Chuan and his team have set a new record – **TOBY HEPPELL** discovers how they conquered the Northeast Passage

Guo Chuan and his team on the 97ft maxi round the world trimaran, Qingdao China (ex-IDEC), are unofficial record holders, after they successfully set a new speed record for traversing the Northeast Passage.

The record represents the very first time in history that a racing trimaran has sailed non-stop successfully through the Arctic Ocean Northeast Passage from Murmansk, Russia to the Bering Strait, and is expected to be ratified by the World Speed Sailing Record Council in due course. At times, the trimaran reached speeds of 47 knots and, in one 24-hour period, covered 466 miles. At one stage, the team sailed within 700 miles of the North Pole, as their route took them to the far north above Norway and Russia. That Chuan chose to establish an entirely new record rather than take on an established route certainly shows his pioneering outlook.

Chuan's star has risen steadily and he is now one of the more recognisable figures in Chinese sailing. He first came to the media's attention when competing in the Clipper Round the World Race in 2006, before a stint as on board reporter (OBR) with Ian Walker's 2008-09 Volvo Ocean Race team, Green Dragon. But his big breakthrough came when he set a new Class 40 round the world record back in 2013.

Earlier this year the news came that Chuan had taken over trimaran, IDEC, upon which Francis Joyon set the solo singlehanded round the world record (among others) in 2008. Chuan's intention is to run a campaign aimed at breaking a number of records in the next few years.

Chuan and his five crew, Jochen Krauth (French), Sergei Nizovtsev (Russian), Boris Herrmann (German), Quentin Monegier (French) and Tim Bastian Frank (German, media crew) departed Murmansk on 3 September, crossing the start line at 13.41 UTC, and started the attempt to establish the new record. It took just 13 days to complete the 3,240nm voyage and set a new world record before crossing the finish line on the Bering Strait at 16.45 UTC on 15 September.

IMAGES: TIM B FRANK



Left
Unlike many speed records, high winds were not the only challenge; fog, ice and extreme cold all played their part

Right, from top
Icebergs and growlers made navigation tricky; arriving at the finish at the dead of night; runnning repairs were needed

> “The boat was **bumping like a roller-coaster** sometimes and seemed out of control”





As soon as they crossed the finish line, the crew prepared a special ceremony, and German crew Herrmann took out a white board for Chuan to write the historic moment on it, ‘Arctic Ocean, Northeast Passage, World Record, 15 September 2015’.

The Chinese skipper was so excited that he could not hold back his emotions. “I’m so on the top of the world. It’s such an unbelievable moment. Even two months ago, I wouldn’t have imagined I could have a moment like this. It is a moment that could only happen in a dream.”

Looking back on the 13 day voyage, Chuan said, “I feel very proud of myself and my crew. It is a challenging and tough journey, especially being surrounded by ice and gusts in the extreme cold weather. The boat was bumping like a roller-coaster sometimes and seemed totally out of control. Several times, when we were in a very difficult situation, I wondered whether we could go any further. But thanks to our determination and the brave and excellent crew, we overcame the difficult time together and finally made it.”

Having been jubilantly welcomed back into her home port of Qingdao, the trimaran will stay on the pontoon there for about three weeks for examination and repair work. Chuan then plans to sail her to start a new challenge, the ‘maritime silk road’ voyage in mid-October. □

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Bob Fisher

OPINION



From the latest America's Cup announcements to the Little Cup, to golden jubilee celebrations for RYA members, The Fish shares his views

One could not help a sharp intake of breath when it was announced that one of the America's Cup World Series regattas was to be held at Chicago. The reason was that the Deed of Gift requires racing to be held on the sea, or an arm of the sea, and Lake Michigan is very definitely fresh water – the press release even made capital of it being the first time the Cup has been held on non-saline water. They do, however, claim that Lake Michigan is called the 'third coast'.

Don't be misled into believing that this is only a 'warm-up' regatta – results from the ACWS will possibly deliver the eventual challenger with a bonus point in the final Cup match. Something, however, made me refer to Buddy Melges' Heart of America challenge in 1987. I searched and found a letter from Jim Michaels, a lawyer with a long history of involvement with the Cup and with whom I had corresponded freely on Cup topics, particularly in matters concerning the Deed of Gift, with which he was familiar, and found this: "A judgment dated 20 September 1984, interpreting the Deed, ruled that the Chicago Yacht Club was on 'an arm of the sea' and thus was a qualified yacht club to challenge for the Cup. The decision was particularly welcome to me, as it confirmed an opinion I had given to the America's Cup Committee of the New York Yacht Club several years earlier, based upon the reasoning that the Great Lakes were connected to the Atlantic Ocean by the St Lawrence Seaway, and that there was nothing in the Deed which said how long or how short the arm of the sea had to be."

So, the ACWS scheduled for Chicago, on 10-12 July next year, is fully legitimate to be included in the scoring of the ACWS overall. I discovered too that this may not be the only ACWS regatta in the United States – negotiations are under way for one in May next year, but the location has not been revealed – try Newport, RI, where one was held during the preliminaries for AC34.

Maybe not, for the commercial interest that is currently driving all things America's Cup, is also investigating an event in New York, and that would hold pride of place over Newport. Likewise the commercial interests are driving the possibility of an ACWS in Abu Dhabi. Portsmouth, which has a confirmed second event, must be small beer compared to the major commercial sites. So too is a second event in Gothenburg, but not perhaps one for Tokyo, which is also on the organisers' wish list. Of the promised one in Auckland, there is no news, nor indication. Strange perhaps.



PIERRICK CONTIN

> "With so much interest around foiling multihulls, **why was there no British involvement in the C-Class Championship?**"

With so much interest centred around foiling multihulls, the question is raised as to why there was no British involvement in the C-Class Championship, held on Lake Geneva recently. It was won by Franck Cammas and Louis Viat, who retained the 'Little Cup' that they had won with Groupama C in Falmouth in 2013. It is an event that was started by Britain.

Back in 1961, John Fisk explained one evening that he had challenged the Eastern Seaboard Multihull Association to a series of seven races – first to take four wins – around a 24.3 mile course comprising a triangle, followed by a windward-leeward and a final beat, just like, he said, "a little America's Cup". The event prospered and became thoroughly international and was known, universally, as the Little America's Cup for more than 40 years.

Strangely, it was only when the America's Cup was in Swiss hands that the catamaran event's title was challenged – said to be in contravention of the copyright of the older event. It remains as the leading catamaran development event and should be treated as such. It needs, therefore, a British entry.

Boat shows come, and boat shows go, but there was one rather different moment at Southampton this year, with a very special reception one afternoon in the RYA Lounge. The Association recognised those of its members who had been continuously 'on the books' for 50 years or more. There was a sea of familiar faces, many of whom had joined for a similar reason. Membership allowed them to register their new National 12 for free – certainly true for the longest serving member present, Cliff Norbury.

Many had other reasons, myself among them. I was told to join by John Fisk, with whom I was then sailing a Shearwater III, who had already been campaigning for greater recognition of multihulls. He said I should join: "It will only cost you half a guinea." Two days after the RYA reception at Southampton, I received notice that my subscription was due to be taken by direct debit – the sum had risen from my initial sub by almost 90 times! Such is inflation. □

Above
Groupama skipper Franck Cammas swept to victory at the Little Cup

One of the biggest names in yachting journalism, Bob Fisher has a passion and depth of knowledge that's second to none

Andi Robertson
YACHTS



Suppressing their fiery Latino spirit has enabled Azzurra to topple their rivals to take overall victory in this year's TP52 Super Series

One thing you could never accuse the Azzurra TP52 team of is not showing enough passion. A fiery Latino spirit has proven too combustible in the past, but this year's 52 Super Series winners have kept a lid on things, just enough.

Predictably, then, when it finished the season after winning the 2015 title with a day to spare, leaving Quantum Racing in the shade, the partying was loud and prolonged. There was the pre-prizegiving partying, the prizegiving party, the after-show party. Then there was a reception for the team at the host yacht club, Costa Smeralda, and no doubt there was a bit of a do when the Argentinian core crew got home.

In sailing terms the truth is that on the day there is really not much to separate the two top teams. But in terms of culture and philosophy they are substantially different. One tends to get the impression Quantum Racing are there to do the job. Terry Hutchinson is the ultimate professional, hyper driven, and sparks fly when he is around. Ado Stead is quietly understated. Ed Baird is typically laid back; team manager Ed Reynolds laconic, yet focused, cerebral and a great communicator – but they represent the Anglo-Saxon way. Hence they are meticulous, organised, process driven and set the bar as high as they possibly can.

For sure, Azzurra's goal in recent years has been to become more like Quantum Racing, to embrace some of the things they see their rivals doing better all the time. And this year it very clearly worked for them. In bringing in Grant 'Louie' Loretz they brought one of the top trimmers in the world on board, but they also gained a Kiwi cornerstone. Previously they had Rod Davies in their coach boat, who I am sure imparted the right feedback at the right time in just the right, measured, insightful manner – but Azzurra's skipper-helm Guillermo Parada describes Loretz as the glue that holds the team together.

Parada explains: "He sailed with us for two events last year – he wasn't able to commit for the full season – but we made sure we were going to bring him on board for the entire season this year. I think that he brings the Anglo-Saxon point of view that we, as a Latin team, miss. He is very stable, he's very consistent, he is a very good team player and he is like a glue to the whole team; when things are going wrong he's the one keeping ourselves and Vasco Vascotto (tactician) calm and making sure we fight each point at the moment without trying to make risky moves that could jeopardise our season.

"He has been a great addition, a great value, and also as a trimmer, he is the best in the world. He knows what I feel, he knows what I like and he is very good at making it simple, and making it work so he has been a very, very good addition."

And for me, another key addition appears to be Giovanni Cassinari, who as well as the main trimmer is a North Sails Italy designer, working hand in hand with Juan Garay of North Sails Argentina who some will recall as the wizard who designed and developed the Star class sails for Iain Percy and Andrew Simpson, and for Ben Ainslie in the Finn.



NICO MARTINEZ/MARTINEZ STUDIO

> "Azzurra's goal has been to embrace some of the things they see their rivals, Quantum Racing, doing better all the time. **And this year it worked**"

Parada says: "Giovanni Cassinari obviously brings a lot of experience as a sail designer and he worked very hard with Juan Garay, our main designer, throughout the winter. We got exactly what we were looking for in terms of performance percentages, not only on the mainsails but also on the spinnakers and he is obviously a great main trimmer. And we sailed together on the Maxi 72 Robertissima so along with Vasco and myself we have sailed together more than 120-140 races a year – so when we get to the TP52s it is a lot more of a team than any other team." With that amount of sailing together under their belts, it's clear the team has an obvious advantage in reacting to both the expected and the unexpected. That, perhaps, could be the ultimate clue to their success.

Speaking of success, a little closer to home, it has been great to see a renaissance for the RYA Scotland's Keelboat Academy. It had kind of lost a little bit of form and momentum. But now, under the guiding influence of the RYA's Keelboat Racing Manager, Nigel King, the Scottish Keelboat Academy is up and running at the Royal Northern and Clyde YC at Rhu, and as I write, the first of three winter training weekends has just taken place.

As well as a trio of Sonars for small keelboat training, three owners are lending their First 36.7s. The intention is to provide a level of training which ensures that those who want to progress into the British Keelboat squad can do so seamlessly, but also that the students can move on to a whole range of sailing options. We'll be watching with interest.

Above
Recruiting new trimmers bolstered Azzurra's pedigree

Few people can match Andi Robertson's insight into the big boat world, both in the UK and around the globe

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DINGHIES



The Brits led, but the Aussies brought fresh thinking to the recent Musto Skiff Worlds in Garda. Lessons were learned – and captured on camera

Having spent most of the last couple of years commenting and commentating on other people's sailing ability, the ACO Musto Skiff World Championship was my opportunity to apply that wisdom to my own sailing ventures. Safe to say that it's much easier to pick holes in other people's boathandling and tactical errors than it is to avoid making your own!

Turning up at Lake Garda with very limited practice time in a Musto Skiff is a bit silly, but – it's Lake Garda! In a Musto Skiff! Having raced here a number of times in Laser 5000s, 49ers and International 14s, it had been a decade since my last pilgrimage to this incredible Mecca for all things outdoors. There are so many fun ways to put yourself in mortal danger in Garda – extreme mountain biking, base jumping, mountain climbing, let alone the watersports – it's a wonder that Red Bull hasn't bought the place and painted the town red, blue and silver.

Based on my previous Musto Skiff Worlds in Weymouth three years ago, I'd probably get good starts, sail fast upwind and then proceed to capsize my way down the run, falling in time after time on the gybes.

But this turned out not to be the case. The gybing has improved, although some of the other skills seemed to have deserted me on this occasion. I thought the port tack start option would be the magic button to launch me into the top 10 up the first beat. However, many more of my fellow Skiffers had the same idea, and were executing the plan much more effectively. In any case, the port tack option into the cliffs on the right-hand side wasn't the bankable winner that I remember from previous trips to the lake. The fabled 'Ora' breeze didn't really kick in with the strength that was expected, making for a much more tactical, moderate airs regatta than we'd been gearing up for.

It was a short startline for 97 boats, and you had to book your slot early or accept that you were going to start in the second or third row. Upwind and downwind, it was about hooking into the best breeze on either side of the lake, and finding the shortest path across the middle, which tended to be quite a bit softer. In a lightweight asymmetric like the Musto, a knot of extra breeze can easily translate into a knot of extra boat speed. Picking your moment to cross 'the Doldrums' was a critical decision point.



TIM OLIN

> **"Drone footage was used as evidence** against one sailor who hit the pin end of the startline on his way to winning that particular race"

Like many high performance classes, the Worlds is the time when we get to find out who is top dog between the Europeans and Antipodeans. Jon Newman came to Garda as the reigning world champion having won on home waters in Perth earlier this year. In Europe, Bruce Keen has been the man to beat for some years and was the winner of the 2012 Worlds, the biggest entry yet with 105 boats in Weymouth. Bruce wasn't in Perth to defend his title, so the question was whether he would be good enough to fend off Jon and the rest of the Aussies. We got that answer on the first day when Bruce launched into a big lead with scores of 1,1,2.

The Stokes Bay sailor never looked back after that and dominated the championship. Jon had to settle for second, with 22-year old Dan Trotter sailing out of his skin for third. Dan has stepped out of the shadow of his dad, Ian, who was one of the early pioneers of the class and has won loads of stuff in the Musto Skiff and other fleets, including a Prince of Wales victory in the International 14.

Even if the Aussies didn't win this time, they have started to set a trend for pulling up their centreboards and rudders even in quite light winds. Dan was notable for having a lot of rudder up and yet still going very quickly, which just goes to show that, just because it's there, doesn't mean you have to push it all down all the time! I've long been a fan of pulling up the daggerboard in strong winds - it makes you go faster and you don't have to work the mainsheet so hard. What's not to like? The rudder I don't really understand so much, but I tried it and it doesn't seem to make much difference one way or the other, from what I could tell.

We were lucky to get some incredible photos from a bunch of great photographers at the event, as well as some beautifully shot aerial drone footage from Fleye, one of the up-and-coming specialists who I wrote about in this magazine a few months ago. Not only did Fleye provide some pretty pictures, but, I believe, their footage was used as evidence against one sailor who hit the pin end of the startline on his way to winning that particular race. Nailed by the drone, he was stripped of his race win, and was fortunate that he was only penalised with a discardable DSQ and not a non-discardable DNE on his score line. As well as bringing us some great footage, perhaps drones could become the all-seeing eye in the sky that helps keep our self-policing sport more honest. □

Above
Battling for the front row lead in the 97-strong fleet at Lake Garda

Watch aerial footage from the Worlds at **yachtsandyachting.co.uk**

Musto Skiff sailor Andy Rice has unparalleled knowledge of the dinghy sailing scene, from grassroots to Olympic level


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READY FOR LIFT-OFF?

With the lastest generation of foil-assisted IMOCA 60s hitting the water, **JAMES BOYD** gets the inside scoop on the design concepts at the heart of these ocean flyers



"One day every boat will fly." The late, great Eric Tabarly's prophecy seems to be coming partially true, following the increased airborne antics of racing multihulls, fuelled by the incredible flying AC72s of the last America's Cup. Now, slowly, it's the turn of monohulls to get their piece of foiling action.

So far this year, we have seen the Quant 23, fitted with the latest iteration of Hugh Welbourn's Dynamic Stability System foils that have elevated this innovative Swiss scow clear of the water. More ambitiously perhaps, given that they are due to be sailed singlehanded non-stop around the world in the Vendée Globe in one year's time, the IMOCA 60s have taken a step along the foiling road as well. Their latest generation boats are fitted with L-shaped retractable foils, which several teams with older generation boats are considering retrofitting.

In fact this evolution should come as no surprise as it follows a similar path to the big racing multis. In the late 1990s the ORMA 60 trimarans began fitting curved lifting foils in their leeward floats to reduce wetted surface area and prevent the leeward bow burying – the cause of their frequent pitchpoling. Through the 33rd and 34th America's Cups, developments of these foils caused them to generate increased lift, enough to raise the Emirates Team New Zealand AC72 from the water. Similar and increasingly efficient foil arrangements are now fitted to the AC45s, and will be for the new generation flying 49-50ft catamarans to be raced in the final Cup match in Bermuda in 2017, as well as other classes such as the GC32.

In the monohull world, designers have been in a similar situation as they have drawn the daggerboards necessary to accompany canting keels. Early canting keelboats in the 1990s mostly had twin toed out boards, so the leeward one would be vertical in the water when the boat heeled – an arrangement solely to reduce leeway. In the 2000s, boards became more vertical in the boat, so that when it heeled, the boards would become inclined, providing some vertical lift. →



MARK LLOYD

Facing page
Banque Populaire VIII's hull was first designed for max power; foils were then added after

ALEX THOMSON'S VENDÉE GLOBE AMBITION

While there have been plenty of British solo sailors who've participated in the Vendée Globe, with good results, Ellen MacArthur second in 2000, Mike Golding third (finishing without a keel) in 2004, today British hopes to finally put an end to French dominance in the singlehanded non-stop round the world race lie solely with Alex Thomson and his Hugo Boss campaign.

This will be the Gosport-based sailor's fourth attempt at the Vendée Globe, following two when he didn't finish, and his excellent third place in 2012-13, when he was first home sailing an older generation boat. With that experience under his belt, Thomson's aim now is to do what MacArthur and Golding didn't manage and become the Vendée Globe's first British – or rather, the race's first non-French – winner.

On paper, Thomson's campaign looks the business. After finishing third last time he and his team now



WIANZEDDA

have the experience and the confidence to believe they can do it. They have good backing from Hugo Boss and this time have additional long term support for their campaign from another leading German brand, Mercedes Benz. The campaign this time is about giving themselves the best chance, whilst taking a more 'risk averse' attitude than in previous editions. Rather than go with another designer they have gone to VPLP-Verdier, the winning naval architects from the last Vendée Globe, and have obtained their latest design. Despite temptation, they have resisted going out on a limb with their new boat.

"We have a hull of our own, we are the most developed hull-wise," says Thomson. "We've pushed the chamfer on the bow a long way, which is interesting from an aero, hydro, wake and windage point of view. The boat looks very striking."

It most certainly does with its black hull and deck, decorated with a hand-painted silver hexagon pattern, over the special BASF-developed paint that uses cunning technology enabling it to behave as if it were white paint (it is black but reflects heat).

With their Hugo Boss connections, the team has ties with Formula 1, having had Lewis Hamilton and David Coulthard sailing with them in the past. But for this campaign the F1 relationship is deeper. While Ben Ainslie Racing may have hired former McLaren boss Martin Whitmarsh as CEO, Alex Thomson Racing now has former McLaren chief mechanic and Williams race team manager, Peter Vale as its performance manager. Already with the last Vendée Globe they adopted the F1 policy of 'life-ing' their equipment, which may have contributed to their boat reaching the finish line in one piece.

"The biggest development on all the new boats is the foils, but I think the jury's out as to whether they're a good thing, so we're looking forward to trying them out," said Thomson, shortly before his new boat launched. "Probably these new boats aren't going to be quite as good upwind, but in theory with the foils and being lighter when powered up with less ballast, they should be quicker off the breeze."

The first test for the new Hugo Boss will be the Transat Jacques Vabre starting on 25 October. For this doublehanded race Thomson is sailing once again with Guillermo Altadill and will be in a field of 20 boats, including five of the six new ones and the same number of older generation boats capable of winning.



MARK LLOYD

"We just need to make sure our expectations are realistic," says Thomson of the race. "It's about finishing and learning and making sure we get as much as we can as opposed to winning it."


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Roll on to 2012 and Francois Gabart's Vendée Globe winner Macif had boards which were toed inwards, providing as much vertical lift as leeway resistance. Macif's boards were also positioned well off centreline, causing the vertical lift they generated to provide righting moment in addition to the side force generated.

LOGICAL STEPS

So the boards fitted to the latest IMOCA 60s are the logical next step, at a time when a performance boost is urgently needed, following the latest amendments to the IMOCA 60 rule. As usual, these changes occurred after the last Vendée Globe, the rule simplifying stability requirements – in particular, gone is the famous '10 degree rule', introduced in the mid-1980s after the first BOC Challenge to limit movable ballast.

According to VPLP designer Quentin Lucet, the upshot of this is that the latest boats are now aiming for maximum righting moment at 25 degrees of heel, rather than across all heel angles.

The number of water ballast tanks is now also restricted with the result that, compared to the previous generation of 'water tankers', which in theory could load on board up to five tonnes of water, the new generation boats have four tanks with around two tonnes capacity per side. This means that there are fewer potential 'gear changes' and trimming options with the ballast. With no 10 degree rule, the water ballast tanks are now located in the sides again, just above the chines (in order to lower the water ballast's centre of gravity).

But the biggest change has been several key parts becoming one-design: keel fin, hydraulic keel canting mechanisms and masts, where there are two options – fixed with spreaders or a rotating wing with deck spreaders (in fact, all the new boats have the latter).

The aim of all this was to decrease the cost of the new IMOCA 60 and to improve reliability, although to date it has royally failed to achieve the former objective and the school remains out on the latter. Plus, the one-design parts have resulted in new boats coming out some 150kg heavier, causing concern that they will be no faster than their predecessors.

THREE GENERATIONS

While all of the new IMOCA 60s are from VPLP-Verdier, this being the third four-year IMOCA cycle that these design houses have worked together, their latest designs fall into three generations.

> **"Off-centreline boards** provided righting moment in addition to side force via vertical lift"

Below
The second generation of new 60s are marginally narrower and more easily driven

The first generation includes Safran, Banque Populaire VIII (built at CDK Composites) and Vento de Sardegna (built by Persico, for Andrea Mura). According to Quentin Lucet, these are "trying to be as powerful as possible using the constraints of the rule in terms of beam and maximum righting moment – i.e. just in terms of hull shape, because at the time we started building them, we were not sure we would go with foils and the boats had to be a step forwards from the previous generation like Macif and Virbac Paprec."

The second generation – Edmond de Rothschild and St Michel-Virbac (built by Multiplast) – are marginally narrower and more easily driven. Edmond de Rothschild's skipper Seb Josse says of his boat: "The idea is that it is better in transitions. It is easier to sail, so if the →



THIERRY MARTINEZ



(C)/BANQUE POPULAIRE



JEAN MARIE LIOT/DPPI

wind drops off five knots, you don't need to make a sail change, because it's a little bit lighter and has less drag."

The final generation is Alex Thomson's new Green Marine-built Hugo Boss, which is narrower still and has a much larger hull-deck chamfer forward than the other boats. In fact the boat has been designed more around the foil than the other boats, as Quentin Lucet explains: "When we started the hull geometry of Hugo Boss we were more confident to go for foils than for the previous ones. So it is more orientated towards foil use than the other ones."

All of the new boats are fitted with retractable foils with a shape somewhere between an L and a J. These protrude from the hull just below the chine, at 45 degrees, the foil tips pointing upwards – one additional aim being that the windward foil is fully clear of the water when retracted. According to Lucet, all the arrangements differ slightly between the boats due to their having different beams and heel characteristics.

Top
Banque Populaire VIII powering downwind in foil-assist mode

Above
Safran and Banque Populaire VIII are essentially sisterships, but have different foils

More IMOCA 60 photos and videos available online at yachtsandyachting.co.uk

This L-J foil arrangement is also a compromise, the principle restriction being the IMOCA 60 rule, which limits appendages to five (two rudders, one canting keel, two daggerboards/foils). So like the foils on the America's Cup cats, those on the new IMOCA 60s are attempting to provide both vertical lift and prevent leeway (and are positioned well down to leeward so that the vertical lift translates into added righting moment). However the IMOCA 60s are doing this less efficiently, as adjusting the rake of the boards while racing is prohibited under IMOCA rules.

PROVING PERFORMANCE

And to date, aside from the images of the Gitana team's new Edmond de Rothschild thundering along partially out of the water, the new foil-borne IMOCA 60s have yet to prove themselves. Safran and Banque Populaire VIII were roundly beaten by older boats in the Rolex Fastnet Race and showed dramatically different performance characteristics to the older IMOCA 60s.

According to Lucet, in ideal conditions, the foils can add 2-3 knots to performance. The question is when, and answers from each team on this subject vary greatly. Essentially, compared to previous generation boats, the new generation show giant gains when reaching, perform the same downwind, but upwind are one knot slower and don't point as high. And this is not all – for the foils to function, wind and boat speed are required. As Safran's new skipper Morgan Lagravière states: "The foil starts to work at 15 knots [wind speed], but it depends on the angle of the wind. Typically the foil works between 90 and 135 degrees and the stronger the wind, the better."

FLYING INTO THE FUTURE

While there is agreement that foils in the IMOCA 60 fleet are an inevitability; less agreement that some day all IMOCA 60s will fully fly; the problem facing teams is whether a year is enough to optimise their foils and new boats before next autumn's Vendée Globe.

Or perhaps all that we've seen so far isn't relevant. Seb Josse observes that even October's Transat Jacques Vabre may not provide conclusive answers. "These boats are not built for the Fastnet, not even the Transat. They're built to win the Vendée Globe – that's it."

2004 Vendée Globe winner Vincent Riou, skipper of the currently non-foiling PRB, believes that the IMOCA rule needs to change as, like the AC72 rule was, it is written on the assumption that its boats won't be foiling. "I think it is a good solution to go foiling for the future, but we need to decide that together and to change the rule for foiling. If you want to foil with an IMOCA boat you need daggerboards and foils – seven appendages – like Rambler 88. Upwind you have the daggerboards and when the boat is going fast you can introduce the foil for righting moment. But we don't know, because you need righting moment for upwind and upwind the foil is not a good solution."

At present it is still early days for the foiling IMOCA 60 fleet, possibly too early. Ultimately it seems clear that this is their future, as Tabarly predicted, but there still remains a long way to go before we get there. ◻

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HEROES & HIGHLIGHTS

It's been a terrific summer of dinghy national championships, typified by close racing, spectacular socials, and plenty of lessons for sailors, no matter what their position in the fleet. **PAULA IRISH** picks out the highlights – together with inspiration to carry forward for next season →




MUSTO
PERFORMANCE
SKIFF
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34



TIM OLIN

1 Winning in style

Bruce Keen from Stokes Bay SC counted 10 bullets for an emphatic victory at the Harken UK Musto Skiff Nationals in Torbay

The 12-race series hosted by Paignton SC saw Bruce with a clean sweep after two discards, in conditions ranging from 5-8 knots and big waves to a final day full-on blast with gusts up to 30 knots for the 41-boat fleet. So what does it take to get ahead with such mastery at a nationals? Bruce recommends:

- Time on the water should always take priority but make sure it is well spent. A one-hour session working on boat handling can be more beneficial than 10 hours of racing.
- Read the venue guide beforehand (and/or speak to the locals). While they won't be 100 per cent accurate all the time, at least they can give you an idea of what to look out for. This gave me a good win on the first day, when the wind direction changed and many people were still copying what had worked in the previous races.
- Be ready to learn on every leg of the course. Use your previous experience as a basis for your set-up, strategy and sailing style, but be constantly on the lookout for what can be improved. Why did a boat get to the top mark or bottom mark first? Was it due to a wind shift, wind bend, more pressure, tide, rig set-up, boat handling, position in boat, sailing style? Look at what others are doing and if you still can't work this out yourself, then ask others. As a minimum you should have learnt what you need to work on the next time you go sailing.
- Keep notes of what you learn, otherwise you will make the same mistakes next time. The less time you spend on the water, the more important this is.
- Never give up. Everyone has a bad start or goes the wrong way at some stage. Often it is these races that are critical to deciding a championship result.
- If you want to be good in all conditions you need to sail in all conditions. An obvious but often overlooked fact. If you only ever choose to sail in 15 knot sea breezes, then you can't expect to win races when it is blowing 5 knots offshore!



TIM OLIN

2 Calm under pressure

The Noble Marine Streaker Nationals at Weymouth and Portland National Sailing Academy were among the many championships where the racing went right down to the wire

In a duel for the top spot in the 48-boat fleet, Tom Gillard and Ian Jones each had three firsts and three seconds, and needed to win the final race for the title.

With a commotion at the committee boat end of the line, Ian fell foul to an individual recall which saw him out of contention, while Tom was third around the windward mark, then by the end of the last beat up to the finish, had worked his way to another race win, to take victory by just one point over Ian.

Keeping cool under pressure would also stand Tom in good stead on his way to eventually winning the Fireball Worlds this summer with crew

3 Lift off!

The inaugural Magic Marine RS Aero National Championships at Weymouth and Portland National Sailing Academy saw 73 boats competing just a year on from the boat's launch

Following 11 nip-and-tuck races over three days of varied winds, from a docile 4 knots up to 18 knots of excitement, Brightlingsea's Will Taylor won the first-ever RS Aero 5 national title ahead




KAREN LANGSTON

Richard Anderton, after a BFD and an uncharacteristic 10th left them with a steep uphill climb to the podium.

So how do you keep calm and carry on when dealing with championship pressure? "Take every race as it comes," says Tom. "Don't get too wound up in the points early on and what other people are doing, try and ignore all that and just concentrate on yourself, at least until the very end and the last race or two.

"Don't concentrate on the series too much until you really need to. Every race is a new championship effectively. Don't get bothered about where someone else is on the course, or get too bogged down if they're winning and you're in whatever position, just do the best you can in every single race."

If it does all come down to an end-of-regatta showdown, Tom has the following suggestions:

- Make sure you're really clean in going through all the processes of a normal race: unless they attack you, sail it like it's a regular race, obviously keeping whoever you need to behind you.
- Look at your points situation before the finale: start thinking about whether you attack them or whether they might attack you.
- Run through scenarios beforehand for what your rival might do and how to counter that. For example: Where can I position myself best so they can't take advantage of me on the course and sail me off? Consider staying near the committee boat end, and making sure you're on starboard.
- Make sure you are in control: channel pressure into assertiveness, rather than aggressiveness.

of Henry Jameson and Matthew Caiger. International 14 world champion Glen Truswell led the charge in the 7 fleet, battling it out with RS500 world champion Peter Barton, with Jack Holden third. And in the RS Aero 9 fleet, Antigua SC's Luke Deegan claimed victory ahead of David Rickard and Simon Hiscocks. Deegan also won the RS Aero Challenge Cup, in which a mass start for the first race each day produced an additional PY series, with Debbie Degge the top lady.

Above
Ian Jones leads eventual winner, Tom Gillard, at the Streaker Nationals

Below
The first ever RS Aero Nationals ran alongside the RS Tera championship


FRANCES PETERS

It was one of the biggest national championships of the summer, and class chairman Peter Townend puts this phenomenal take-off for the class down to the quality of the boat, and its strong links with the RS youth classes; this has seen joint training dates for RS Aero and Tera sailors, plus combined events like the RS Tera Worlds/RS Aero Eurocup in Holland and then the nationals in Weymouth.

"So many of the children's parents are sailors and it seems mad that they go to all these events but don't really get the chance to sail themselves. They give up sailing at their local club, and go on tour with their kids. We hoped if we could integrate with the youth boats, we may get some of the parents buying Aeros – so the kids do their training and the parents join in with the Aero training – and that was actually quite successful.

"That's why the nationals on this occasion was coupled with the Tera championships. Instead of taking their child, standing on the sidelines and watching, the parents are actually in a position to go sailing themselves. And we tried to mirror everything, so while the kids were on their course racing, we were out on the other course, and each day we were trying to get the Aeros coming in at the end just prior to the Teras coming in, so the parents were always on the shore for when their children came in."


PAUL ROBSON

Peters describes the RS Aero as "a real sailor's boat" in terms of its responsiveness, with the lightweight hull and carbon rig making it exciting to sail, while catering for a broad range of sailors through the rigs. "At the nationals, sailors ranged from aged 11 to 67 and weighed from 40kg to over 100kg. The fleet also has a friendly and welcoming ethos. While the racing was extremely competitive, there was almost an 'after you' aspect on the water which made it fun," says Peter. "We've got a fantastic bunch of people in the class." →



CHRIS JORDAN



CHRIS JORDAN

4 Family footsteps

Fergus Barnham followed in his parents' footsteps when he took the 2000 class national championship title at South Caernarvonshire YC

Jasper and Laura Barnham are three-times winners of the 2000 Nationals, and Fergus, sailing with Serena de Nahlik, was all-conquering at this summer's championships; the pair had a storming week in Abersoch to count eight bullets from the 10-race series.

It was an impressive scoreline in the 43-boat fleet at the LDC and Noble Marine sponsored nationals. "Dad was over the moon," says Fergus. "He said he was not surprised we won and always thought we could do it. He just didn't think we would go out and win eight races. We were just as surprised as he was!"

So did the family pedigree in the class help? Fergus has done various sailing with both of his parents. "With Dad it's always been training, getting him to watch my technique whilst crewing for me and fine-tuning all the manoeuvres so everything is as slick as it can be. With Mum, super crew, it's generally been competitions; we won an open together at Dell Quay and did the Grafham GP a couple of years ago."

His parents' experience of the class inspired Fergus to follow them into it. He says the 2000 is the most popular boat at their home club, Snettisham, and "being able to race against the national champion week in, week out, gave us a lot of motivation to be as good as them".

"We have competed a lot against each other, down at Snettisham and on the circuit. Mum and Dad used to win all the time; I think they went through the 2012 and 2013 season undefeated at all the 2000 events. But now I think it would be interesting to see what would happen, and Serena and I are looking forward to defending our title against them in Castle Cove next year!"

5 Be prepared

Jonathan Saunders won the Blaze Nationals in a 35-strong fleet at Hayling Island SC – and in his prize-giving speech gave particular thanks to those who'd helped to mend his repeatedly failing boat



IAIN MCCLOCKIE

He had in fact taken special care before the championship to ensure his boat was fully up to speed. But when he got to the nationals, two kicker blocks exploded and his centreboard downhaul failed.

"It feels like winning the lottery in reverse," rues Jonathan. "You've spent hours prepping the boat, you've diligently replaced suspicious items, the hull is polished, the rig is tuned and yet, in spite of it all, as you make your way to the starting area you suddenly hear the terrible sound of a piece of hardware dying.

"It happened three times, in two days. Two of the three failures were brand-new components, rigged precisely because their predecessors were getting on a bit and I didn't want to take any risks with high tension rigging.

"What happened? I didn't test them. I spent nearly two full days getting the boat up to scratch and in those two days the hull never touched the water. If I'd run the new gear in for even one race, disaster could have been averted.

"Now I was very lucky, I had help with the repairs and only sacrificed one race. Crucially, I also had someone stopping me from completely losing focus, helping me to work out how much time I had to fashion a fix. In the end I got away with it, but the heartache of thinking I'd thrown a championship because of maintenance will stay with me for a long time."

Following on from his experience, Jonathan has a trio of takeaway tips:

- Replace suspicious/ageing kit before you think it is in danger of failing.
- Test that kit in race conditions as thoroughly as you can before going to a championship.
- Finally, if the worst does happen, keep calm and look at your options. Can you fashion a repair on the water? Would it be better to sacrifice a race and make a full repair on shore? Can you live without the damaged equipment?

"All hardware, from forestay to foils, will eventually fail. Sadly, it seems to be the law of the ocean that if it's going to fail, it's going to fail in the middle of an important championship," concludes Jonathan. "So check it, replace it and test it. Then go racing." →

I SURVIVED



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- Len Rorke

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CHARLOTTE KEELING

6 Returning legends

Now and again classes see hotshots jumping in for their national championships, bringing an added dimension to the racing and giving the regulars a real run for their money

The Seavolution B14 Nationals at Stokes Bay SC saw returning legends Nick Craig and Ben McGrane taking first and second overall with their respective crews Tom Pygall and Oliver Wells, ahead of top team Mark Watts and Chris Bishop, close behind in third.

The B14 fleet's Mark Barnes says the return of Nick and Ben, who have both sailed B14s before, is both a compliment to the quality of the class and brings benefits: "It adds a bit more spice to the racing. Nick and Ben haven't had it their own way, but they have won. It makes everybody work that much harder and it sharpens up the front end of the fleet.



"It also raises the profile of the class across a greater band of people than just the skiff section, because the likes of Nick and Ben sail many different types of boats. Like in the Merlins, if you get one or two people who are doing multiple classes like Nick coming in, it drags two or three other people in because they want to gauge themselves against who they consider to be their best combatants on the water at the time."

Another benefit from this movement of top sailors between classes is the learning and development opportunities it brings to the fleet through the sharing of ideas: "They've been playing with the latest variants in development classes like the Merlin, and they come and in it's a fresh pair of eyes... you find that maybe they'll explore something that hasn't been done," says Mark.

"The B14 is constantly developing subtly behind the scenes and the bottom line is the teams we've got to beat are the southern hemisphere guys, and if we don't work as a group then they will beat us, because they work as a group. The idea is we go to the Worlds at Garda and try to make sure the top five boats are European."

7 Old v new

The Osprey Nationals at Highcliffe SC saw triumph for wooden boats and an old partnership

Martin Cooney and Peter Frith have sailed 10 Osprey Nationals together and showed the value of a well-established partnership in taking their third Nationals title.

All of the top four boats were wooden in the 34-boat fleet, demonstrating their competitiveness against the more recent FRP Ospreys, and Peter, whose boat is 18 years old, says: "We quite like the fact that we are sailing an older boat which potentially is not as competitive, but is still able to mostly take on the newer class boat."

Peter has upgraded his boat with a carbon rig and sails the same as the Hartley Mark IV, and says both the class and its builder, Hartley Boats, have taken great care with Osprey development to ensure old boats remain competitive alongside their modern counterparts – soon to include the Hartley Mark V – including mixing up the courses to cater for the strengths of each.

"We make a big effort to make sure it's a fairly level playing field," he says.

Martin and Peter have a hugely successful track record in the Osprey, and their partnership in the boat and friendship off the water is likewise a winning factor in their sailing.

"We do it almost on autopilot but at the same time you've got



to communicate," says Peter, who explains that this probably enabled them to avoid capsizing when their rudder was cavitating with a damaged pintle during the first race.

He adds that attending training for the first time ever also possibly helped them to win this year, with class coaching prior to three events, including with Adam Bowers in Weymouth: "Even though we've been doing it forever, we really learnt a lot."

At the nationals it enabled them to come out ahead from a tricky leeward mark rounding; they were lying fifth but needed to finish third for the title, with the next day expected to be blown off, and successfully managed to overtake two of their main rivals ahead of the 50 yard dash to the finish: "Just having that bit of training focussed us."

It put them on equal points with Matt Burge and Phil Angrave and resulted in them taking the title on countback.



THIS PHOTO AND ABOVE: PAVKE RICE/FOTOBOAT

8 Social winners

Every national championship needs great racing – and great socials! The 57-boat fleet at the Zhik and Coast Watersports Scorpion Nationals at Lyme Regis SC had it all – including wind and waves, bobbing about with some crazy shifts, and many evenings of celebrating in the club

Race officer Allan Tyler and his team had a busy time, not least moving marks, and the nine-race series saw seven different race winners, making for a close set of results, with Andy McKee and Chris Massey taking the title ahead of Tom Jeffcoate/Tom Pygall in second, and Pete Gray/Rich Pepperdine in third.

The week's evening entertainment meanwhile started with a retirement party for The Pecker, a rubber chicken used at previous Scorpion nationals as a daily prize for under-achievement.

It was blasted into space on a firework and replaced with The Bangers, a string of plastic sausages; Catherine Maguire was the first winner for forgetting the class flag, which had to be made from a Vileda duster and some red shorts.

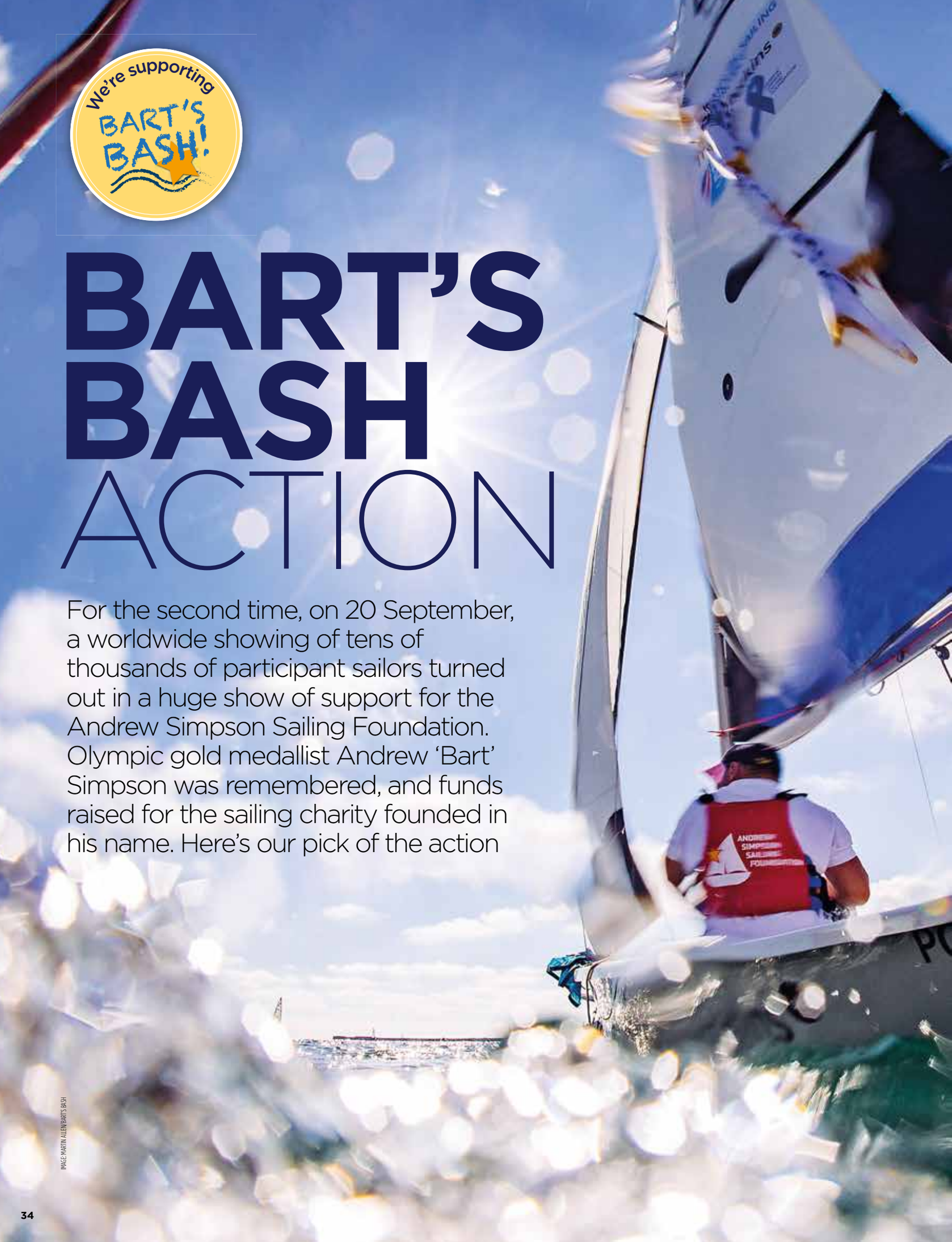
In addition to the daily prize giving, which rolls down the fleet, and presentation of The Bangers, other socials included the fiercely contested annual Denchfield Quiz, run by the fleet's cleverest family, and an Up In The Air fancy dress, including lampshade planets and Helen Miles' hot air balloon winning the Peaches Trophy, named after the late Rob Cocker, a much loved Scorpion sailor who was a legend in the drag beauty contests, his stage name being Peaches.

Nationals organiser Linda Wolfenden says: "The Scorpion class is quite famous for its social side. Obviously sailing is the most important thing but when folk are deciding what nationals to do, the guarantee of a great week socially does pull the big boys in. Chris Turner, Flying Fifteen world champion, comes to the Scorpion Nationals for his holiday." □

Above
The Osprey Nationals, where the top four boats were all wooden

Facing page, main picture
The B14 Nationals attracted several guest appearances

For more round-ups from the rest of the summer's championships, see Clubs & Classes, pages 86-91



BART'S BASH ACTION

For the second time, on 20 September, a worldwide showing of tens of thousands of participant sailors turned out in a huge show of support for the Andrew Simpson Sailing Foundation. Olympic gold medallist Andrew 'Bart' Simpson was remembered, and funds raised for the sailing charity founded in his name. Here's our pick of the action

IMAGE: MARTIN ALLEN/BART'S BASH



We sailors often talk about inclusion, accessibility and grassroots engagement. Step into any sailing club in the world, approach the nearest sailor and they will tell you what needs to be done to improve our sport. Against this background Bart's Bash truly inspires, and it inspired by action once again this year. From the local club with more sailors out on the water than usual, to the youngsters getting their first taste of this fascinating and addictive sport, the event once more cut to the heart of what sailing is all about.

For sure the draw of competing against Olympians and America's Cup heroes throughout the world excites. But it was inspiring to think that, 20 years in the future at the Olympics or even just ahead of a local regatta someone will ask some of the sailors about their first sailing memory, and they will reply "well, it was Bart's Bash". Putting aside any Guinness World Records, the stunning number of participants, the phenomenal quantity of metres sailed (32,479,037 metres!) surely that one statement is more important than anything else.

It is notable that of the many photos that poured into the Y&Y office following Bart's Bash 2015, the most striking fact is that sailors are smiling and having fun. Bart himself would no doubt have approved. →

Bart's Bash around the world



BERMUDA
Oracle Team USA held their own regatta in Foiling Moths

OMAN
Rashid Al Kindi, Oman Sail's national youth team manager: "Bart's Bash is a wonderful opportunity to join the wider sailing community and show our shared passion for a sport that has transformed the lives of so many young people. Andrew Simpson was an Olympic gold and silver medallist, as well as an America's Cup sailor. He believed that you should never give up on achieving your goals and through sailing, Oman Sail is able to create opportunities for young Omani sailors to fulfil their dreams, represent the Sultanate internationally and give back to their country."

USA
Artemis Racing took part at Encinal Yacht Club, Alameda, San Francisco



BRAZIL
Members of the British Sailing Team swapped boats for the event in Rio





IMAGES THIS PAGE: C/O ANDREW SIMPSON SAILING FOUNDATION

SOUTH AFRICA
These kids from a local township have been given the opportunity to go sailing through the Foundation's grant-giving process. This has only been made possible thanks to the funds that have been raised by supporters. Elfie Holden, centre manager at the academy said: "The kids had a ball during Bart's Bash. They sailed, swam and played on the beach. Again I was told it is almost like Christmas. Wow: to see them all together made my day."



UK
Beatrice Sanger, aged 8, from Southampton in the UK had never sailed before Bart's Bash. She entered the event with her family. Beatrice came off the boat after sailing on the Olympic waters in Portland Harbour, at the Andrew Simpson Sailing Centre, so enthused about the experience that she went straight over to sign up for the Bart's Buoy Race. Following that she's well and truly caught the bug and since then her father has contacted Weston Sailing Club and is looking at booking Beatrice on to a sailing course in the October half term. He says that if she has found a sport that will give her a lifetime of enjoyment, like he has seen it give so many others, he'll be very happy

CHINA
The ISAF Sailing World Cup used the medal races as their Bart's Bash



AUSTRALIA
Chelsea Williams (see Bart's Bash digimag) won her event sailing an O'pen Bic at South Lake Macquarie Amateur Sailing Club. Australian ambassador Iain 'Goobs' Jensen presented her with some BB merchandise for winning the event

AUSTRALIA
Haylee Outteridge sailed with British sailor Stevie Morrison's sister Debbie who isn't a sailor as her 'buddy'



NEW ZEALAND
Once again kicked off this year's event at Wakatere Boating Club



UK snapshots

BIG SPLASH AT DRAYCOTE WATER SC

"It was wonderful to see 67 boats out on the water," said club spokesman Jeremy Atkins. "Our new RS Tera world champion Harrison Pye was in the thick of it, but the day was also about the many people who aren't championship racers and don't venture out on the race course outside the club's Get Racing programme. It was great to see so many of them inspired to be out there by Bart's Bash."

After the Bart's Bash race, young sailors (and some adults) attempted the expertly designed sailing assault course; sailing Picos to pick up balls from moored Fun Boats and a Dart 16, sailing backwards and running across a raft of boats, concluding with a capsize to duck under a limbo finish line. Katie Byne and Millie Irish drifted the fastest through this final obstacle to claim the win and, judging from the shouting and splashing, the youth and junior contingent of Draycote (*below*) had a great time!



BOSHAM SC OUT IN FORCE

Bosham Sailing Club members once again turned out in force to support the 2015 Bart's Bash, with 60 boats and 90 competitors – from octogenarians to five-year olds – enjoying perfect conditions. Race officer Mike Brooke, whose son was at school with Andrew Simpson, ran a 'Three Creeks Challenge' with Bosham's fast handicap fleet racing up the Emsworth Channel, the medium fleet racing up the Thorney Channel and the slow division heading to Furzefield Creek.

Meanwhile, the Bosham Optimists took part in a team relay race off the quay round two buoys that were used at Weymouth in the Olympics, and several cruisers came alongside dressed overall adding to the festive spirit of the day. Donations and an auction raised a total of £1,420 for the Andrew Simpson Sailing Foundation.

ROTHERHAM SC ADDS VARIETY

A 4.9 knot southwesterly breeze, a glimmer of blue sky, a heron looking on, and young grebes feeding set the scene at the picturesque reservoir. Teams comprised sailors – young, older, experienced and novice – in a variety of boats.

Several new members gave the more experienced sailors a run for their money, causing them to desperately speed up! Chris Cooper in his Phantom got a cracking start, eventually lapping everyone, and on corrected time, he shared the overall win with singlehanded Firefly sailor, Greg. Another new member, Richard, sailing a Laser for only the second time, impressed spectators with a dry capsize right in front of the OD box! →





IMAGES: THIS PAGE: MARTIN ALLEN/BART'S BASH

FUN AT LEIGH & LOWTON

For this year's Bart's Bash race, flags began to flutter into life as a light southerly breeze filled in, was allowed to steady and then 42 boats set out.

Those at one end of the line who tacked off early benefited from more pressure and were actually seen to be hiking hard up the first beat!

This split the fleet and class of boats up nicely and resulted in a mixed bag of dinghies at the windward mark. The RS400 of Richard Catchpole/Gary Coop just got in ahead of Matt Mee/Emma Norris in their RS200. They were followed by the Laser of John Wingeatt, Solo of Howard Green and Albacore of Mike and Kay Banner.

Third overall, and first junior, was the Topper of Brandon Banner.

BLACKWATER SPRINT

An armada of boats of all shapes and sizes took part in a long distance race, specially organised by a joint committee of sailing clubs on the River Blackwater. The sprint started off the shores of picturesque Osea Island and saw over 90 boats on the startline.

The Blackwater race separated into a dinghy and cruiser fleet, with the first starting canon firing at 10.30am as the cruisers headed downriver towards a windward mark off Bradwell-on-Sea. Then, 15 minutes later, a frenzied flotilla of dinghies and catamarans followed, racing in the direction of Marconi Sailing Club and then around Osea Island. Favourable winds saw the first boat cross the line in less than 30 minutes, although the majority took about 90 minutes.

Top
Ben Ainslie and Matt Cornwell swapped their AC45 for a 49er FX at Weymouth

Above
Weymouth was again at the heart of Bart's Bash 2015

See a full review in our Bart's Bash digimag at yachtsandyachting.co.uk

SHOREHAM & LANCING RACE

On the south coast for Bart's Bash this year a warm sun delivered ideal late-summer/early-autumn conditions, *writes Toby Heppell*.

As last year, my club, Shoreham SC teamed up with Lancing which runs racing just down the coast, providing a bumper turnout for Bart's Bash. It does, however mean a sail down the coast in order to join in – a task made all the trickier by an almost total lack of wind early on!

The wind filled a little for the en-masse start from Lancing's fixed line and built throughout the day.

As with the previous year the racing was excellent and I'm pleased we have the option to join with another club in order to make the day feel extra special. But the real enjoyment is simply the number of people on the water and the attitude of those competing. Gone were the grumbles and complaints, to be replaced with a vast array of boats on the water enjoying some late summer sun and friendly competition.

WEYMOUTH & PORTLAND BUZZ

Bart's Bash was preceded at Weymouth and Portland National Sailing Academy by a charity dinner on the Saturday evening, with VIP Iain Percy as guest speaker and auctioneer, *writes Georgie Corlett-Pitt*. At midnight, a live video call with Wakatere SC in New Zealand signalled the official global kick off.

Sunday dawned with blue skies and a gentle breeze, as Ben Ainslie, Giles Scott, Matt Cornwell and countless other well-known faces converged on the 150-boat startline alongside club and family sailors. From foiling Moths to Optimists, the race course was filled with every class imaginable, a truly inspiring sight – one that surely got a big thumbs up from Bart. Smiles radiated far and wide, and the shared enjoyment by all was really something very special to experience. □

BART'S BASH 2015 IN NUMBERS*

First club to race:
Wakatere Boating Club, New Zealand
Participants: **106**
Wind: **7-10 knots**
Winner: **Erica Dawson 49er FX**

First name added to the 2015 Bart's Bash results system was:
Skipper: **Daniel Bromelow**
Club: **The Royal Prince Alfred Yacht Club, Australia**
Boat class: **29er**

First 10 clubs to enter results were:
1. The Royal Prince Alfred Yacht Club, Australia
2. Wakatere Boat Club, New Zealand
3. South Cerney Sailing Club, UK
4. Queen Mary Sailing Club, UK
5. Ullswater Yacht Club, UK
6. Discovery Bay Yacht Club, Hong Kong
7. Royal Brunei Yacht Club, Brunei
8. Tokyo Metropolitan Wakasu Yacht Training Centre, Japan
9. Hillary's Yacht Club, Australia
10. Aylesbury Sailing Club, UK

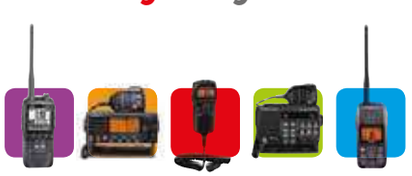
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IN THE LEOPARD'S LAIR

LOUAY HABIB was on board with Mike Slade as the 100ft Maxi stalked the Solent this summer



Mike Slade's 100ft Maxi, Leopard, is usually spotted in the hunting grounds of the open ocean; it is rare to see the powerful, canting keel yacht racing in the Solent. But this summer saw her making a special appearance; interestingly, Leopard was one of the first yachts to enter this year's Royal Yacht Squadron Bicentenary International Regatta, a celebration of yacht racing in the Solent, the sport's ancestral home.

Since Queen Victoria asked one of her attendants to tell her who was second, yacht racing has been the chosen sport of leading industrialists. The Vanderbilts versus Sir Thomas Lipton, Ernesto Bertarelli versus Larry Ellison, are prime examples from the America's Cup. Although Mike Slade has never competed in the America's Cup, in the sailing world, the name Leopard is notorious.

Slade still has a Wayfarer down in Cornwall and grew up racing International 14s before his ability to lead the property market led to a thirst for world records in sailing. He is one of sailing's most charismatic characters and, on board the powerful yacht, there is mutual respect for him among the crew. Many of the Leopard team have been sailing with Slade for decades, none more so than boat captain, Chris Sherlock, who has been his right hand man for over 23 years – surely one of the longest modern day owner/boat captain partnerships in the sport.



PAUL WYETH

Above and overleaf
Solent racing is a challenge for Leopard, more often seen in open waters

Commenting on their 'guest appearance', Slade revealed: "Leopard took part in the RYS Bicentenary International Regatta out of courtesy and recognition of all that the Squadron do for world yachting and, in particular, their support for Land Rover BAR's America's Cup challenge.

"Secondly the opportunity for Leopard to race in the Solent, as opposed to ocean racing, is a big challenge with the size of the modern yacht. The regatta gave an opportunity to hone our skills in a very exciting form of racing – around the cans. This is something of a rarity; the only equivalents in Europe are the Palma regattas and Les Voiles de Saint Tropez.

"Most of the other races we do are ocean races. To be able to take on some of the cream of modern yachting on a short course in the Solent – Rambler 88, Bella Mente and Jethou – this doesn't happen very often, and there was no hesitation. Despite having to give over a lot in the way of handicap and not get the greatest result, it was terrific racing, an absolute thrill for us all and we enjoyed it, and we are most grateful to the Squadron for putting it on."

GAME OF CHESS

The final race of the RYS regatta produced an epic encounter in the western Solent for IRC One. A light, shifting breeze with strong tides provided a fascinating game of chess between some of the world's finest high performance keelboats. Hap Fauth's Maxi 72 Bella Mente won the battle of the wits early on, taking a commanding lead, while Slade's Leopard stalked George David's new Rambler 88, matching their choreography, manoeuvre after manoeuvre.

"Rambler got us by just eight seconds; it was a tremendous battle and one that goes back over many years – and who thought we would catch Bella Mente in that race! They were miles ahead but we pipped them to the line by 45 seconds; it was very exciting racing. But you have to remember with a boat the size of Leopard or Rambler, racing around the cans, hoisting an A2 means by the time you put it up you are working out how to get it down. These are complications one has to work with and are all good for honing one's skills and toning up the crew, particularly as we had the Fastnet in mind and there's then Les Voiles de Saint Tropez to follow.

"The battle between Leopard and Rambler goes back years; Leopard 3 had the better of Rambler 90, then Rambler 100 arrived and was beating us until it capsized in the 2011 Fastnet. After the RYS Bicentenary Regatta we were talking about the evolution of these boats. I remember when we had Longabarda, which was an IOR Maxi; we campaigned her from 1993 and we were battling against the new ILC Maxis, which were short-rigged but for the first time were planing rather than displacement yachts – that was a huge change in yacht design and we are seeing a repeat of that now.

"After the swing keel shift came to the fore in 2006, we now have the new Rambler and Comanche, both of which are designed with the knuckle of the bow literally out of the water all of the time. Raised at the bow, sitting back on their haunches with a rising chine to the aft of the yacht, these boats rise out of the water, which is a new design breakthrough. How they will cope with very heavy air and rough seas is not really known yet." →



FAB



PAUL WYETH



TIM WRIGHT

The last encounter between Leopard and Rambler was this year's Fastnet and a light airs race heavily favoured the much lighter Rambler 88. However, Leopard put up one hell of a fight and by the end of the race, Slade and his crew were only an hour behind Rambler, just 33 minutes after time correction.

BIG BOAT EDUCATION

Throughout each Leopard campaign, one aspect of the boat's programme that has been of great importance for Slade is the concept of giving young talented sailors the opportunity to experience high performance keelboat racing – something Leopard has done with phenomenal success for some 25 years.

Many of these sailors have gone on to win world championships and Volvo Ocean Races. Ben Ainslie is the greatest example, but by no means the exception. Jules Salter with his brother Guy have raced on Leopard for many years, before going on to compete in four Volvo Ocean Races, winning the round the world race with Ericsson 4 in 2009. Of the latest crop of rookies, Willy Altadill has gone from being Leopard nipper to sailing the 2014-15 Volvo Ocean Race with Mapfre, following in his father, Guillermo's footsteps, who also races on Leopard. Louis Sinclair started his big boat education on Leopard and was part of the crew that won the latest Volvo Ocean Race with Abu Dhabi Ocean Racing; he has since been snapped up by Team Oracle USA for the defence of the America's Cup.

"It is extraordinary how many young sailors who have raced on Leopard have gone on to great things; Ben Ainslie for one and there are many others going on to big things. It is a big part of what we try and do," says Slade.

"I am not suggesting Leopard is the be-all and end-all for youngsters, but those who survive the 'Chris Sherlock school of yachting' must have something special. The education is by no means mainstream but Chris is remarkably good at bringing these kids through and his opinion is recognised throughout the sport. Only a few make it to the top of sailing but many more go on to great success in other industries, which are totally unrelated to yacht racing, but still come out on Leopard every once in a while."

THE NEXT MOVE

Leopard currently holds five world speed sailing records and seven course records, ratified by the World Sailing Speed Record Council. It all started for Slade when Ocean Leopard broke the Round the Island Race record in 1991 and, in fact, Slade has been in love with the lap around the Isle of Wight ever since. His yachts have broken the race record on five occasions and Leopard set the current record in 2013, blasting around the 50.1nm course in 3 hours 43 minutes and 50 seconds.

Your writer was privileged to be on board for the record run in the 2013 J.P. Morgan Round the Island Race and it was an incredible experience. After the race, the Leopard crew celebrated in style and at lunch, Slade declared an hour amnesty for the crew to recount stories about the skipper, Chris Sherlock – but I am sworn to silence! Leopard is in huge demand for corporate entertainment. It's not surprising as sailing on board is a unique experience, not least considering her size and out-and-out racing pedigree.

> "Leopard currently holds **five world speed sailing records** and seven course records"

Leopard's next adventure will be Les Voiles de Saint Tropez, where she will once again do battle with Rambler 88 inshore. Les Voiles is an unmissable highlight of the race calendar with an amazing array of the finest traditional and modern yachts in the world, a place where this exceptionally eye-catching blue 100fter has been the main attraction for over a quarter of a century.

After Les Voiles, Leopard will be returning to the UK for a cosmetic refit at Solent Refit in Hythe, including re-painting of both the interior and exterior and ultrasound testing of the keel and rig.

Following that she will be rejoining the race circuit; with a regatta schedule that's busy all year round and two Atlantic crossing per year – often in race mode – the game of chess looks long set to continue for Slade and his team. ◻

Leopard 3



Photo: Paul Wyeth / pwpictures.com



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HOOKED ON ONE-DESIGN

Multiple champion **Ruairidh Scott** shares his insight on current trends with **GEORGIE CORLETT-PITT** and offers some go-faster advice for sportsboat sailors

For Ruairidh Scott, sportsboat racing has been a way of life for as long as he can remember. From his first sail on his father's International One Design at his home club of Tarbert Loch Fyne YC, Scotland, at the age of three, to his recent successes with the team on board Ian Atkins' Boats.com – which, impressively, has included finishing three-times J/70 national champion, European champion and fourth at this year's Worlds, adding to class wins at Spi Ouest, the Scottish Series and Cowes Week. For the modest 34-year old, his passion for one-design racing has also led him to dabble in bigger boat IRC racing, from Mini Maxis and TP52s to campaigns with Grant Gordon's J/97 Fever and Adam Gosling's Corby 36 Yes!

"I find the main draw of one-design is that it is racing in its most pure and simple form," Scott says. "It's about always doing your best whenever you go out to sail. But I particularly enjoy sailing sportsboats, like the J/70, because I find that with three to five crew you really get the chance to work together as a team, and to me that's the most enjoyable aspect. And ultimately, enjoyment is, I think, the most important thing about our sport."

Early success for Scott came in 2005-06, when he made his mark on the then highly competitive 1720 circuit. Despite a cruciate ligament injury having forced him to give up dinghy sailing at the age of just 20, Ruairidh had been determined to continue sailing as much as possible, and found sportsboat racing provided the obvious choice. The family's 1720 – then based at home in Scotland – had been the answer. Sailing with his dad and his sister, Scott quickly began to take some notable wins on the local Scottish circuit, including winning the Scottish Series overall in 2003.

> "I enjoy sailing sportsboats because you **really get the chance to work together as a team**"

A few years later, having teamed up with a group of fellow graduates from Strathclyde University, he began to campaign in earnest on the 1720 circuit. The team set themselves the goal of winning the Europeans, which they achieved two years in a row, also picking up titles at three national championships, Cork Week, Abersoch Week and numerous Scottish circuit events. By then, Scott had also added to his repertoire with two Mumm 30 Tour de Voile campaigns, (sailing with a combined British Universities and the following year with the Royal Thames Yacht Club team), before a job opportunity off the back of his Masters degree in naval architecture of working with Tony Castro, saw him make a permanent move to the south coast.

After brief spells, first with Sobstad, and then Elvstrom Sails, he began working for North Sails as a designer in the one-design department.

SIGN OF THE TIMES

Scott has since found both his sailing path and his career being shaped by trends in the UK scene, as a result of a concentration of interest in the →

DAVID HARDING/SAILING SCENES

sportsboat sector over the last decade.

His most recent successes have of course, come in the headline-grabbing J/70 class, which has enjoyed exceptional popularity, with almost 1000 sold since its launch in 2012. The reasons for the class's runaway success are many-fold, says Scott, but in a big way have been born out of recent trends that have affected sailing more widely.

He explains: "In sailing over the last 10 years there has been a fashion for limiting pro sailors in an attempt to keep costs down – that's true across all areas of racing, from Melges to TP52s and Farr 40s. That was fine at first for a couple of classes but as it became more widespread, it made it very difficult for category three sailors (which includes sail makers as well as designers and riggers, for example) to sail. At the same time, it made it increasingly hard for people to get non-professional crew willing to sign up for every event, as that wiped out their entire holiday. So it became very prohibitive all round.

"A huge success of the J/70 is due to the fact that there are no rules limiting professional sailors on board, other than the rules governing the helmsman. The whole idea behind the class is that it has to be easy to go sailing and accessible for all.

Right
New generation classes like the J/70, offer dinghy style performance

Below, clockwise
J/80s in action; Scott (third from left) and team at the J/70 Worlds; the enduringly popular SB20; Scott steers a 1720 at the 2010 Scottish Series

"That was also a reason behind the popularity of 1720 in its heyday – the beauty of the class in those days was there was no limit on who could sail. It meant as young students we could race against the Ben Ainslies and the Jimmy Spithills – we might not win the regatta, but you might take a race or two off them – and that was a big thing. It was also a class that was affordable and accessible."

TECHNIQUE MELTING POT

The last five years has seen several new sportsboat designs hit the market – the VX One, Farr 280 and Fareast 28 to name but a few – each trying to capitalise on this formula, with different classes enjoying varying degrees of success. This, added to a resurgence amongst more established classes, such as the SB20, has attracted a critical mass of interest, both from those moving upwards out of dinghies as well as those downsizing from bigger keelboats. The result has been a melting pot of ideas and techniques, adding to the interest – and challenge – of sailing in these classes.

As part of his day job, Scott often finds himself sailing with different teams to advise on boat set-up, sail trim techniques and handling – all of which he says are constantly evolving.

"There's quite big difference between, say, the J/80 and the J/70," he says, describing the J/80 as having been ground-breaking in its day in small keelboat terms when it was first launched in 1993. But, he says, "for many modern day sailors that concept is no longer proving rewarding enough, particularly for those who have come from a dinghy background where high performance has, for many, become the norm. This 'scaled-down keelboat' approach is not necessarily setting the world on fire anymore. So, whilst sportsboats used to attract a lot of big boat sailors looking for something smaller and easier to handle, classes like the Melges 20 and the SB20 are now attracting sailors from the RS800s, for example, who perhaps decide to team up two boats into one campaign.

"In general, I find that dinghy sailors bring a better understanding of offwind sailing. Big boat sailors by contrast tend to have greater skills in



DAVID HARDING/SAILING SCENES



CHRISTOPHE BRESCHI



MARC TURNER/PPM PICTURES



PAUL WYETH



> When it comes to rig set-up, **keelboat sailors tend to have an advantage**, but a common mistake is to sail with too much heel

upwind sailing and confidence in how to manoeuvre the boat through tight situations – and that works well in classes like the J/80 and 1720. Existing sportsboat sailors, those who have spent some time in these sorts of classes, tend to have a good grasp of both.

"When it comes to rig set-up, keelboat sailors tend to have an advantage there, because dinghy sailors generally won't be as familiar with the settings and controls. On the other hand, a common mistake I often see amongst people with keelboat experience is that they try to sail sportsboats with too much heel; they sail far too over-sheeted on the main in particular. As a rule of thumb, you get much better performance from a sportsboat when you sail the boat more upright and the high aspect keel is allowed to work to its full potential. In that sense it's much more like a dinghy."

One of the main attractions of sportsboat classes is that they are easy to pick up the fundamentals. With a one-design class particularly, it will be well-known what works and what doesn't and, for those coming in completely new to sportsboat sailing, Scott maintains, "you can shortcut lots of mistakes. There's no need to re-invent the wheel." Tuning guides will be readily available within the class. If you are looking to improve, you are far better to quickly establish a good basic set-up and then invest your time in working on trim and boat handling.

"You should also focus a significant amount of time on teamwork and communications. I would say they are the two biggest factors to consider if you are looking to boost your sportsboat performance. Let's face it, plain old helming ability is useless if every time you turn a corner you're dropping the kite in the water!"

FUTURE PROSPECTS

After two successful years, Scott's campaign with Boats.com is now wrapping up. For Scott, that means the chance to spend time out sailing with a variety of classes this winter – something that's fundamental to his day job as OD design manager for North Sails. "Our J/70 campaign has been brilliant as I have been lucky enough to be sailing with friends but at the same time it has been a really important project in terms of our development work. As a sail designer, my day to day role is to develop products but you have to be using sails to develop them. So the lines blur a little.

"With one-design it is never clear cut," he adds, and one gets a sense that this is all part of the appeal.

Next season, he is keen to spend more time with the J/70 fleet, which, he says, "is attracting a relatively high level of professional and top amateur teams. But also they are sailing alongside youth and family teams. It's a really high profile class at the moment, and that growth looks on track to continue."

Here, says Scott, lessons can be learned by looking to older sportsboat classes that have continued to thrive despite new competitors coming along. "In terms of continuing growth, a lot depends on the class association, and how well they run the class on behalf of the owners. If you look at the Dragon and the Melges 24 classes, they have stood the test of time over the last decade – and that's due to the class associations. They have been running the classes well in terms of delivering what owners want, and that in turn attracts better and more sailors. I think classes tend to lose appeal when the management is not behind it – you can have a great boat, but if the management isn't there, then the class won't thrive.

"That's something that is true for all classes, no matter how big or small." □

DAVID HARDING/SAILING SCENES

BOUNCING BACK

Whether it's a mistake of your own making or factors beyond your control, everyone has a bad day on the water sometimes. **HELEN FRETTER** finds out how to bounce back from **Wouter Verbraak**, Olympic gold medallist **Lijia Xu** and RYA psychologist **Sophie Walton**





From a bad call on a windshift to a lost protest, a niggling injury, a capsize, a dismasting – there are many, many ways to lose a sailing race. But when you're competing in a multiple race series, a long offshore, or a season-long campaign, the key to long-term success is not letting one bad result or poor decision have a knock-on effect.

One of the most public, dramatic, and potentially serious mistakes made during a sailing race in recent years was the grounding of Team Vestas Wind during the 2014-15 Volvo Ocean Race. When the blue Volvo Ocean 65 smashed into the Cargados Carajos Shoals in the Indian Ocean, at night, the question many immediately asked was 'How did they not know it was there?'

It was the same question that navigator Wouter Verbraak first asked himself when the call came from on deck that they had struck rocks. "A reef? How can there be a reef?" he recalls in the book he has since written about the incident, Beyond the Break. But for Verbraak, there was little time for reflection.

"We completely lost any sense of time, because we were so busy with getting ourselves to safety. The next day on the island I felt pretty bad because I felt really responsible for what happened. My focus was trying to help the team with what we were doing, and what we were really focused on then was trying to clean up the mess that we left on the reef," he remembers, speaking to me from Sardinia in September.

"It wasn't until the evening after, when we had a bit of a breather, and some time to ourselves, that it really sunk in what had happened. I was alone on the beach, and I was looking out over this incredibly beautiful lagoon, but at the same time having very dark feelings →

BRIAN CARLIN/TEAM VESTAS WIND/VOLVO OCEAN RACE

about what had happened that night."

Interestingly, despite the fact that the incident had ended the dreams and endangered the lives of eight other crewmembers (including on board reporter Brain Carlin) Verbraak says there was little initial blame. "I will always say that this was the most terrible and terrifying night of my life, but also in a way the most beautiful one. Because it's in a crisis when you can really see the value and strengths of a team, and we really showed how strong a team we were because there wasn't one guy just telling everybody what we should be doing, but we were each in our individual areas taking leadership and ownership and helping the situation.

"There was no sense of who to blame at all at that moment, we were just focused on doing a good job, getting ourselves to safety, and clearing up the mess afterwards. Things only started to become difficult and more tricky once we got back to Mauritius. On the atoll, this tiny island, we were out of comms and didn't really have a lot of pressure from the outside world."

> "Stay in the moment. **Accept what has been** and focus on what you can actually control"

ADMITTING YOUR MISTAKES

The team's quick reactions, led by skipper Chris Nicholson, in responding to the situation helped ensure that there were no injuries on board, and the environmental impact of the grounding was minimal. The yacht was later salvaged, rebuilt, and relaunched to finish second in Leg 8, although Verbraak was no longer part of the crew. As soon as he was back on land after the incident Verbraak posted a statement on social media in which he said: "I made a big mistake, but then we didn't make any others even though there were many difficult decisions to be made."

For Verbraak there was no question of attempting to duck the responsibility. "Over the years in sailing we have come from a team set up where you have a team leader or skipper who is dictating to everybody what they should do, to a team set up where you have a skipper or a tactician, a leader, who is delegating a lot of responsibilities, giving every individual on the boat a lot of responsibility and opportunity to take on their own tasks," he explains. "So if you do that, then it's really, really important that you also create a culture in which it's okay to admit a mistake."

He says it is something he tries to instil in every team he has led as a skipper, or a senior crew member. "That culture of supporting each other, and creating an opportunity that allows for you to try out new things – maybe things might go wrong – but then it's very important you have the strength to say if you made a mistake, put up your hand, because then we can move forward.

"We try to get the maximum amount out of our teams and out of our boats, and to do that you have to go forward. The only way you can move forward is if you learn from mistakes, and you can only learn from mistakes if you admit there has been a mistake. So putting up your hand when you make a mistake is something that's really close to me, and something I'm passionate about because it's part of the culture that I really believe in, in achieving high performance in teams."

Just as quickly moving on from the incident contributed to the team ultimately re-entering the Volvo Ocean Race, Verbraaks' prompt reactions earned him a great deal of respect within the sailing world. He comments: "One thing I learnt from the incident and immediately putting up my hand is that if you admit a mistake you will be surprised by the amount of support that is around you. It's much, much more than I ever imagined. Both from friends, family, sailing fans, but also colleagues within the sailing industry. Top level navigators came to me and said, 'Hey, I really feel sorry for what happened to you, this could've happened to any of us.'"

For Verbraak sharing the lessons learnt from the Vestas grounding is key – he has set up a Global Navigator's Association, where sailors can share information on unchartered rocks, navigation software and so on. He has also returned to professional navigation. "I think the best way of dealing with these kind of things is to get back on the horse, and do it again. My first time offshore again was actually a training session before doing a doublehanded intensive race. And yes, we were just doing it slowly and making sure we were well prepared, and I think that is the way to go. Just do your homework, make sure you're well prepared, and then it's a matter of getting back on the horse."

Previous spread
A stricken Team Vestas Wind crew assesses any refloating options

Below
In a two-man boat having solutions for individual errors is important



RICHARD LANGDON/SKANDIA TEAM GBR

WHEN IT COMES TO THE CRUNCH

If you're unlucky enough to have a collision whilst racing, getting yourself back on the water pronto will be your top priority...

Chances are, that will involve a call to your insurance company to fix or replace any damaged equipment. Once upon a time that may have meant an end to your regatta whilst you waited for a lengthy paperwork process to unfold. However, these days technology means that claims can be processed almost instantly, giving peace of mind and a good chance that you will be back out on the startline ASAP.

A reputable insurer will recognise your priority is to get back on the water, as Glen Wallis of GJW Direct explains: "Insurers will be on hand to give sound, practical advice and assistance. Processing genuine claims fast and fairly is made possible if you can quickly and efficiently supply them with evidence to assist with the decision making process. Information is vital to that. A photo says a thousand words, so make sure you photograph any damage - on your phone - and submit that to the insurer as soon as you can. It's unhelpful to insurers when people are vague, or leave it until a month after they return and are unable to provide any firm details. That slows the process."

If a protest or a jury decision is involved, the insurer, whilst looking at every claim on its own merits, will take the outcome into consideration when apportioning blame; ensure you obtain copies of protest forms and any other evidence. Rest assured that staff will be highly experienced in approaching third parties on your behalf, ensuring a fast and fair claim settlement.



GUILLAIN GRENIER/ORACLE TEAM USA

THE ULTIMATE BAD DAY

For the Vestas crew, the shift from flat-out race pace to stationary and shipwrecked was brutally sudden. However, there are ways you can prepare yourself for a bad result. RYA Pathway Psychologist Sophie Walton explains: "The first step is building your self-awareness. Being able to build a picture of yourself as a sailor, whether in a singlehanded or doublehanded boat, is vital. This means knowing what those triggers are, whether they be internal or external and how you respond to those triggers, such as discards and black flags. This then means you will begin to recognise the first signs and be able to do something about it early on.

Above
An America's Cup training capsize for Oracle Team USA in 2012

Below
Leg 1 of VOR, and skipper Chris and Wouter discuss their options

Below right
A broken mast spells disaster in the Half Ton Classics Cup

"Ultimately, it's about staying present in the moment. Accept what has been and focus on what you can actually control. Ask yourself, 'What's important now?' 'Where is the next gain?'" Having some self-awareness of both your own and your crew's likely reactions to a bad result can help you move on faster.

What is the best thing you can do when you come ashore to ensure you go out the next day mentally fresh? "Sailing is a unique sport where concentration and physical effort is required for a number of hours for up to five consecutive days," explains Sophie, who works with RYA Podium Potential sailors making the step up from junior classes towards the Olympic circuit. "This can lead to not only physical fatigue but also mental fatigue which has an impact on cognitive performance. That includes decision making, which is a huge part of sailing. Recovery is imperative – both physical and mental."

For many teams a post-race debrief is part of that recovery process. "Ensure your debrief strategy is robust, whereby you can consolidate and record your thoughts of the day and lessons learnt. Writing them down will help and relieve you of the energy required to remember every point.

"Then, establish a winding down routine for the evening. This will help your brain notice when to slow down. Sleep isn't enough – our brain is still active whilst we are asleep. In fact, it continues to make decisions, consolidates learning and creates memories. So avoid mentally draining activities, and do something you enjoy that's not related to sailing. This will be different for everyone so be patient until you find something that works for you; for example, it might be reading, going for a walk, watching a movie, stretching, or practising mindfulness." →



BRIAN CARLIN/TEAM VESTAS WIND/VOLVO OCEAN RACE



BERNARD CARY/HALF TON CUP

BLAME AND INJUSTICE

Most competitive sailors will find it hard not to feel disappointed after a day when their boat has underperformed, but in two-man dinghy classes where both crew have a huge role in the results, avoiding a 'blame storm' can be challenging.

"Creating and maintaining a culture of trust and honesty is imperative in doublehanded boats," comments Sophie. That includes both on and off the water.

"Firstly, simply having an aligned strategy for the day will help; for example, based on the day's weather forecast and your agreed goal. Committing to the same purpose will allow you to have trust in each other that your decisions are helping you to achieve your agreed aim. Establishing clear roles and responsibilities will also help here.

"Additionally, you have to commit to each other and be ready to be open and honest in a compassionate way. If your purpose is aligned, these honest conversations will be easier to have, because you know it's all about achieving your shared goal. This type of relationship can't be made overnight, it takes time. You start to get to know each other as people as well as sailors, and the greater that understanding the better you will work together."

After a big wipe-out or injury, a touch of nerves is understandable, but how do you stop them having a negative impact on your performance the next day? "It's good to get nervous early," says Sophie Walton. "Then you have time to do something about it. Nerves show you that you care, that you are doing something important to you. Filter that energy and use it positively."

Injustice – perceived or real – is another hard knock for competitive sailors to take. One of the toughest things to shake off can be when a protest decision goes against you - and you feel you are still in the right. Olympic medals have been won and lost on the basis of jury decisions, so what lessons can be learnt from the RYA Squad's approach?

"Firstly, I think it is important to be prepared for protests. Review the situation, communicate with the relevant people involved, seek advice of others and prepare all that's in your control. Failing to prepare is preparing to fail. Then if it still goes against you, you know you did all you can, learn from the experience and re-gather your thoughts and focus on the next thing in front of you that's in your control," says Sophie. ◻



TOM GRUITT/WWW.TOM-GRUITT.CO.UK

"I never contemplated retiring"

Chinese Olympic gold medallist Lijia Xu has overcome more setbacks than most to become a world and Olympic champion in the Laser Radial class

Lijia Xu grew up in Shanghai and attended a Chinese specialist sports school from the age of four, but was born with several battles to overcome as a burgeoning athlete, with both impaired hearing and limited eyesight in one eye.

"I can't say I became 'used to' overcoming adversity from the beginning, as I did complain why God is so unfair to me, and struggled to overcome all these difficulties facing me," she recalls. "Besides, in China I was laughed at and joked about by people around me, unlike British people who are much more caring to disadvantaged people. But it made me more focused and determined in my sailing career as I feel training and racing are un-judgemental, they completely depend on your performance whoever you are, or however disadvantaged you may be."



ONEDITION

After winning two Optimist World Championships, and multiple national and Asian Games titles, Xu was established as a force to be reckoned with in the lead-up to the Athens Games in 2004, before a routine medical revealed a large bone tumour in her left leg. She had to miss the selection trials and did not compete at Athens, but says she never contemplated retiring.

> "In 2004, **a routine medical revealed a large bone tumour**... After that I started to cherish every session of training"

"It was that year of no sailing while recovering, which made me realise that I've fallen deeply in love with sailing and my life would be so less colourful without it. After that year, I started to cherish every single session of training and sailing with all my heart."

Keeping her focus was what kept her going. She says: "You face it, accept it, deal with it, and let go. Grab the controllable."

Then, with a Laser Worlds title and Olympic bronze under her belt, Xu was injured in the build up to London 2012. "I broke my left hand bone at the end of January 2012 after falling off from my bike – only five months away from the Olympic Games. My first thought was would I be able to race at the Games again? But soon after an operation on 1 February, I tried to find solutions and plan my training accordingly. So I started to do single leg squats the day after my operation, and meditated on my sailing every single day for nearly three months when I was unable to sail."

The strategy paid off, and Xu was prepared both physically and mentally for the 2012 Games, where she took gold. "When I look back now, every one of those setbacks only served to make me a better and stronger person. It is actually those adversities that helped me to fulfil my dream and makes it feel even more treasured."

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HOLDING YOUR LANE

British Sailing Team 470 sailors, **LUKE PATIENCE** and **ELLIOT WILLIS**, share their knowledge on when, why and how to hold your lane

The 2016 Olympic venue waters off Rio have been a challenging venue for us to train and race in, and the ability to hold your lane during a race is a key skill that has helped us many times. Mastering how to hold your lane allows you to win the race from the startline, giving you more power to make decisions on the course. Whether it is upwind or downwind, those who can hold tight and wait for the opportune moments are the most powerful boats in a race. →

5 TOP TIPS TO HOLD YOUR LANE:

1. **Communication.** Talking to each other constantly means we both know what we are trying to get out of the boat, and that we are trying to achieve the same thing and aiming for the same area of water.

2. **Focus on each moment of sailing.** The only thing that matters is right now. So 100 per cent attention goes to that single moment like it's your last time in a boat!

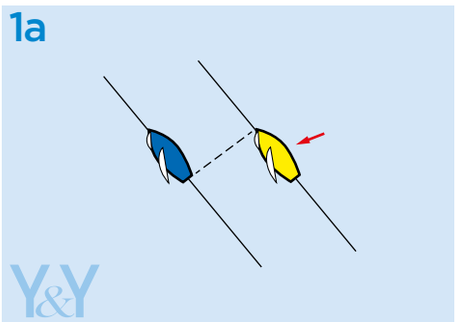
3. **Listen.** The boat will tell you what it would like or what is wrong with it at any moment. By listening and staying relaxed you will hear.

4. **Relax.** The more relaxed we are, the better we can execute the above.

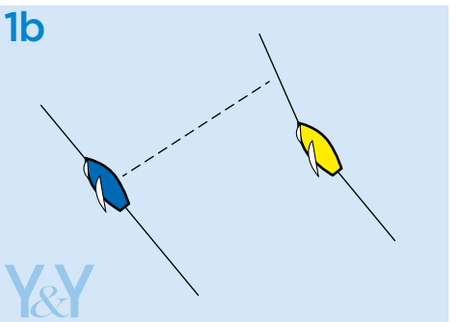
5. **Know when the lane has been held.** As soon as we have saved our lane we flip back into our fastest VMG. Usually a lane hold means we are sailing the boat slightly slower (and usually higher) than we could be.



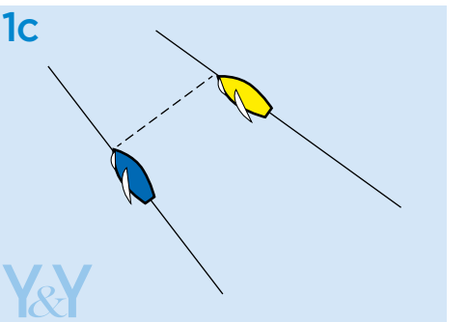
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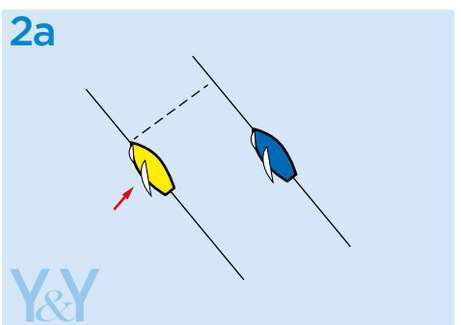
A common scenario is where you (yellow) find yourself stuck to windward in a leebow situation and realise you are starting to lose a hold on your lane as a result.



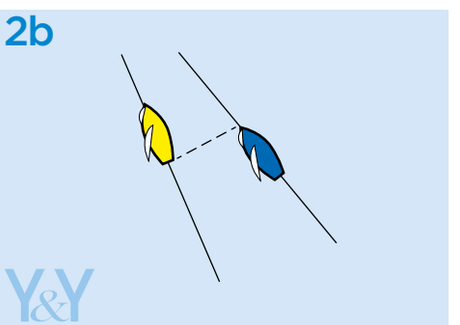
To defend against that, set the boat up for a very high lane. Tighten your leeches and lower your board. You will lose distance going forward, however, you'll hold a strong position.



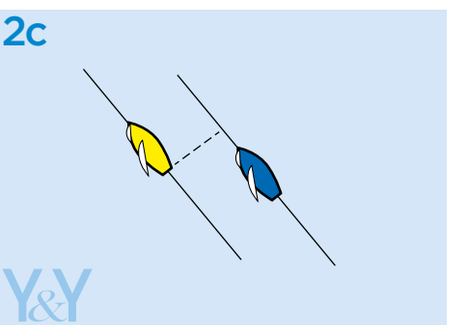
Ease the sails, move weight back and find your groove after allowing yourself the space you needed from the high lane approach. Now return to your fast sailing mode so you don't lose distance on the front of the fleet.



Another common situation is to find yourself trapped to leeward. Due to the close distance between the two boats, the best escape is to try to create space. This can be done either with you tacking or forcing the other boat to tack.



Adopt a high mode to close the distance between the boats and prevent the other from being able to drop their bow down and roll you by sailing lower and faster. Hold until you have edged ahead to a 'bows out' position.



The other boat is now being held in your leebow, forced to slow down to match your angle. They will either tack or you will extend due to their slower speed, allowing you more space and thus more options.



RICHARD LANGDON/BRITISH SAILING TEAM



RICHARD LANGDON/BRITISH SAILING TEAM

Holding a lane off the startline

This technique begins far in advance of the startline and before you reach your full speed. A startline lane hold is made or broken on how much 'grip' you have on the foils in your acceleration process. We always look to have grip in the foils no less than 15 seconds before the start. This requires clear communication on time and distance from the crew, and the helm to really listen to the boat and to hold the boat in just the right state that you are on the edge of that feeling so as not to move forwards too much.

Once you are in the right state and accelerating efficiently, the hardest part of the race begins – hold your lane! We already know what our first move tactically is going to be, so we don't waste time looking around until we have executed the lane hold. At this stage put your head down and find those tiny percentages that will put you the metre ahead of the pack you need.

You have but one purpose in that moment – boat speed. You need to change your mindset away from tactics. Only one thing matters – the three metres of ocean around you, and how to get your boat another few metres forwards in the most effective and efficient manner. A lot of this comes down to the feel of the boat. You need total dedication to listening to every one of your senses, so you can draw a complex picture of what the boat is doing at that moment. It is the trance-like state where you have to slow everything down and make constant tiny changes to the balance of the boat, to allow you to progress further and faster in the bigger picture of the race.

It always amazes us how easy or hard the sport can seem if you get this right or wrong. As soon as you can poke your head out and away from the fray, you get the first choice as to the next tactical move, yet the race course can seem so complex if you never quite managed to do that. Our season so far has held both, but we try to remember the good times!



Picking the right mode after rounding the windward mark

The windward mark is the next point on the course after the start where it all gets close and hectic again. Spinnakers go up and suddenly you can go from being a boat picking the choice of the wind to a boat at the mercy of what is going on behind you and fending off an attack. To be able to choose the right place in the right mode gives a big jump and can put others under real pressure.

We know what kind of spinnaker set we are doing before we have reached the windward mark. Whether it be a gybe then set, or a straight set is obvious, but it then depends how we adapt that to the situation around us. Are we high or low? Are we looking to roll another boat? Or are we staying low to set up a gybe on top of someone? We decide all this early so we can simply get on with doing the same thing together.

From there we focus right back into the same things as off the start. Complete dedication to the particular agreed mode is essential, as long as we are trying to get the same thing out of the boat. Probably enough folk around us will make the mistakes for us to pounce.

> **“The satisfaction of getting away from the fleet downwind** is huge – and it’s an exponential gain **”**

The spinnaker is your biggest sail and most important downwind. The crew pays maximum attention to it to have it perfectly trimmed and the helm is the eyes behind. Listen to your crew and what he is saying about the pressure in the kite; he is steering verbally so if he needs more power the helm has to head up. If you need a low lane tactically and it’s your only option, then again communicate that so the crew knows he will have a down-pressure, inefficient kite for a while.

The satisfaction of getting away from the fleet downwind, by devising and then executing your plan, is huge. And it’s an exponential gain as you get to the bottom of the course because you then have free lanes upwind again. The rich get richer at that point. I love the feeling when you know you have someone pinned and you just sit tight and wait to pounce.

It always comes down to both helm and crew getting the same out of the boat; keep calm and sail on!

Above
Modal efficiency racing downwind

Facing page
Manoeuvring for free lanes after the start

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DESIGNED TO FLY

CHRIS RASHLEY looks at the latest moves in Moth design, and reveals a class that is adapting to become ever more accessible

The International Moth Class Rules really lend themselves to foiling: no minimum weight, a wide platform and a large 8.25sq m sail make an almost perfect package. At 11ft it's a little short, but with the allowance for a 500mm appendage at the front and rear of the boat it was just meant to be.

With the introduction of foils for the America's Cup, over the last few years the foiling boat concept has really taken off. However if you want to get a foiling boat, it is hard to better the Moth in terms of performance, practicality, cost and quality of racing. The Moth being a development class means that it is constantly evolving, so what are Moth sailors doing to make the boat faster?

EARLY DEVELOPMENT

When foils first appeared, the Moth was not considered an upwind foiler; foiling was limited to downwind – usually sporadically between capsizes! One of the first people to do a foiling gybe was Simon Payne back in 2004. Once people knew this was possible, the foiling tack was not far behind. Things have progressed fast since then, with boat speeds increasing from 10-11 knots upwind to about 16-17 knots. From an original downwind speed of 15-18 knots, sailors now reach mid- to high-20 knots in normal racing conditions.

Progress was rapid from 2004 to 2009, with new designs appearing on the market such as the Prowler Mk2, Bladerider, Ninja, and the Mach 2. But the radically different foil and boat designs were off-putting for some, with a reluctance to buy a boat that could have been out of date in six months. This stopped the class from reaching the numbers that it has today, where the relative speed difference between designs is tiny and the factors in buying a boat come down to reliability, build quality and customer service. That's not to say that development has dried up – far from it. Over the past few years the class has attracted many of the world's best high performance sailors and Olympians who, working closely with their respective designers and builders, have helped drive the many refinements.

The introduction of foiling to the America's Cup has also given the Moth a boost. All the teams use Moths as both a way of getting time on foils when the Cup boats are in the workshop and also to give the whole sailing team the opportunity to race as individuals and really hone their skills and understanding of foiling. →

> "At first foiling was limited to downwind **– usually sporadically between capsizes**"

POPULAR MOTH DESIGNS

- The **Mach 2**, designed by Andrew McDougall and winner of the world championship for the past seven years
- The **Exocet**, designed by Kevin Ellway and winner of the European championship for the past five years, and a host of regatta wins throughout the UK and Europe, plus six top-five finishes in the last three world championship
- The **Rocket**, designed and built by Mike Cooke and which, with Dylan Fletcher at the helm, finished 9th at the 2014 Worlds. The new 'aero' solid wings version has shown some promise at the recent national and European championships

RACING IMAGE: TOM GIBBITT



The main difference between Moths now and five years ago is build quality, refinement and usability. The days are long gone of basically rebuilding your boat each day of an event, to the extent that now the biggest job you should need to do every few months is to change the main vang ropes. You can always find something to bimble with if you want to and the guys who enjoy it always will do. However, these days you can order a new Mach 2 and look forward to sailing it within a month – without the prospect of a long list of fixing jobs to finish between each sail.

FLATTER SAILS

As with almost every class, the biggest gains can be made in the rig. The Moth is no exception and the speed gains we have seen lately are mainly rig related. The original sails were transferred from the non-foilers, so in the early days the sails were far too full for foiling speeds, especially upwind. The biggest development we have been able to make recently is the ability to effect a camber change from super flat upwind to as full as possible downwind. Moth sailors are always searching for power downwind, as this allows you to hike against the rig to increase speed – and then once you are out of weight, you simply sail deeper towards the leeward mark.

Upwind is quite the opposite of downwind in terms of what you are looking for: you need a very flat sail due to the speed you are travelling, which means that you are incredibly overpowered in more than 9 knots. Therefore you are nearly always looking to reduce power and lose as much of the top of the sail as possible to lower the centre of effort.

Above
Dylan Fletcher sailing the latest, aerodynamically efficient, solid wing Rocket Moth

Designer of the Exocet Moth (the design I sail) Kevin Ellway describes one example: "The design and development of the Exocet has made extensive use of mathematical modelling techniques to optimise the hull and foils and flight control system. These are similar to those used in aerospace and racecar development. Now, in collaboration with Lennon Sails, we are applying these techniques to sail design to refine the aerodynamics of the flying shape."

FOIL FASHIONS

Every shape, size or weight of object has the ability to create the same lift; the difference comes in how efficiently it can do this. The larger you make a foil the earlier you will fly, but when in the air you will be slower than if sailing with a smaller area foil. The larger the span and area of the foil, the easier it is to get the boat up in the air. Span also helps with gliding through a manoeuvre or when sailing through a lull. The thicker the foil the greater its lift at lower speeds, but again it's slower when you are up and ripping around.

There are many different types of foil designs and all of them go very similar speeds and have different optimal conditions. A few years back it was fashionable to cut down your foils for use in windy conditions and, as the majority of significant regattas were being held in windy, flat water locations, the norm became small foils. With a light wind Worlds in Hawaii in 2013, followed by another light Worlds in Hayling in 2014, the trend has been towards using two sets of foils – one larger area, large span foil to get you flying early in lighter winds, and a second set to be used from 10-12 knots upwards and which usually has a smaller area and span to be faster through the water.

Recent foil developments have focused on reducing drag from the tips by adding winglets or fixing the tips from moving to reduce tip vortices. Both options appear to give good marginal gains.

CONTROL IS KEY

Speed is nothing without control – and control can come in many forms when Moth sailing. Water temperature, salt content and cleanliness will all determine the stability of the flow over the foils. Control is mostly determined by 'gearing' (wand to flap movement ratio).

Let's start with the water. If the water is cold then having a rougher finish helps stop the foils ventilating from the

PHOTO ABOVE: MARTIN ALLEN / CO BARR'S BASH

paddle wake or from the more turbulent water close to the surface. A finer finish is faster in light winds and in warm salt water – it's commonly thought that salt water causes less ventilation on the foils.

Sailing with more gearing means that you will have a greater flap movement for a given amount of movement from the wand. This gives you better height and pitch stability, which enables the boat to closely follow the water surface – an essential feature in bigger waves. In flat water, though, this is slower, so you just use the gearing to stabilise the boat's height and pitch as it gets choppy. Over the past few years we have been developing the control systems to give us a greater gearing range coupled with less of the play, or slop, in the system that makes the boat's control unpredictable. Sailing a Moth in changing conditions has never been easier and this means that the fleet now has a greater range of sailing locations available. And staying dry during a 20+ knot day is now possible!

Below
Scott Babbage sailing his modified Mach 2

Below right
Preparing to leave the beach at the light-wind Hayling Island Worlds 2014

FOILING FOR THE MASSES

Don't want to sail around at the back of the fleet while learning the ropes of foiling? This is where the concept of the Waszp could help open up foiling to the mass market. Andrew McDougall, designer of the very succesful Mach 2 Moth, recently annouced the Waszp. The aim, he says, is to create a tamer, one person monohull, with foils similar to a Moth but with the ability to launch and recover from the trolley, and with different sized rigs to cater to the wider market. Although the boat will be a Moth legally, and so will be able to sail at Moth events, the hope is to develop a separate class. Certainly the purchase price should encourage those who have been reluctant to date. And of course, increasingly there are other foiling classes you could look to - the Flying Phantom, Nacra, Solent Whisper and A-Class cat - to name but a few.

AERODYNAMIC DRAG

During the 2013 America's Cup all we heard about was 'aero, aero, aero', so naturally the Moth class responded and Bora Gulari won the 2013 Worlds in Hawaii with a number of aero fairings around the mast stump, rear wing bars and gantry. Almost everyone in the fleet now has a set of aero wing covers hiding the controls and exposed blunt edges.

All this obviously adds weight and it's got to be said that some of the theories about attaching flow over parts of the boat are quite far-fetched due to the apparent wind angles and the exposed parts that are required to race the boat. After all, the biggest and most 'draggy' part by far is your body. But, on the other hand, every little reduction in drag is a gain and these days it is marginal gains that are making the difference at the front of the fleet.

Due to the excessive amount of windward heel used upwind to gain the righting moment required (25-32 degrees) the rig will become inefficient, just like the uncomfortable feeling that you get in a conventional dinghy when the boat comes on top of you in a lull.

To get around this some sailors now use a canting rig to allow it to be more upright with the boat still being over to windward. Most people use 3-8 degrees of cant. When using much more than this it becomes impractical when manoeuvring the boat and the extra power generated from the more efficient rig in over 10 knots is a disadvantage. In the super light winds (5-7 knots) I think there are good gains to be made though.

With the rigs and boats becoming more efficient and the foils allowing the boat to sail faster through the water, the Moth is no longer considered a lightweights' class. In fact it's now quite the opposite, with the optimum weight being early to mid 80kg. Weight is king upwind in over 10 knots and downwind in over 14 knots when you are fully hiked on both the up and downwind legs.

As the class has developed in recent years it could not be easier to foil a Moth. Developments throughout the fleet will only make this easier again and with the Waszp coming on to the market, affordability and accessibility should only get better.

The weight range has seen the boat move into the everyman size range and there could hardly be another class out there with so much knowledge and sailors willing to share that information with the new Moth sailor. So, what are you waiting for? □





IMAGES THIS PAGE: TOM GRUITT



RESTORATION REVIVAL

As more and more dinghy classes jump on the restoration wave, **DAVID HENSHALL** was at this year's Bosham Classic Boat Revival to find out what's behind the shift

A sure-fire way to attract fresh attention to any topic – from cars to bikes to rock music – is to prefix the word 'classic'. And if levels of interest at Bosham Sailing Club's recent Classic Boat Revival event are anything to go by, the 'classic' aspect of dinghy sailing is rapidly on the up. There's plenty to entice sailors of all ages who enjoy sensible-length races held in picturesque locations. And above all, the classic dinghy scene is an area rich in individualism.

A PERFECT MATCH

Now, in its fifth year, the Classic Boat Revival is widely acknowledged to have moved classic dinghy racing up to a new level by focusing on the quality of both the racing offered and the dinghies taking part. In doing so the club has ensured that the event has remained accessible to all, whilst carefully weeding out those boats that could perhaps best be described as 'old bangers'.

The event has grown in numbers, stature and quality to arguably become the premier classic dinghy event in the UK. It helps that as a club, Bosham itself could well be described as a 'classic club' in the nicest use of the phrase. A blend of community involvement and volunteer participation (not to mention one of the prettiest locations) and 'classic' dinghy club racing, makes Bosham the perfect host. Then there are the sailing waters, which for the smaller, slow boats







IMAGES: CHRIS HATTON

> “The event is acknowledged to have moved **classic dinghy racing** to a new level”

mean the protected area in the creek off Cobnor, whilst the medium and fast fleets can sail in the open expanses of Chichester Harbour. Many classic dinghies are elderly ladies indeed, boats that would struggle in the more robust conditions out on a stretch of open water.

Further testament to the growing interest in the genre comes in the line-up of headline sponsors that this particular event attracts – Top Yacht, Haines Boatyard, Sims Williams, Harken, and Pusser’s Navy Rum – whose support has certainly allowed the event to be placed on to a successful and sustainable footing. And, for the sponsors as much as the competitors it seems the attraction lies at the core of what the revival scene is all about: “We are pleased to also support the classic dinghy fleet as this contains so many fantastic boats,” explains Hannah Cotterell, speaking on behalf of Harken, which is also a big supporter of Cowes Classic Week.

NUMBERS AND DIVERSITY

For the 60+ boats competing in this year’s event, Saturday saw the early morning clouds rolling back, as the sun shone and the sea breeze gave great racing for all fleets. Even a short squall that ripped through late in the day caused few problems and left a light southerly that carried the boats back in time for some delicious food, re-hydration and great music. The organisers of the Classic Boat Revival certainly know how to throw a party!

Above
A high standard of racing has boosted appeal; local National 18s were out in force; a classic Fireball

Sunday was the perfect early autumnal morning, bright and crisp. With a sea breeze giving ideal conditions for classic boat racing as sun, sparkly water and the gleaming varnished boats all combined to create a real sailing spectacle. The classic fleet though are not just nice-to-see museum pieces, for the competition afloat was fierce in all three fleets.

The greatest diversity and the most eye-catching boats were to be found in the fast handicap fleet, ranging from classic Fireballs, Merlins, International 14s, National 12s, Hornets and the incredibly graceful 12 Sq Metre Sharpies, to the stately National 18s that dominated the front of the fleet.

Bosham itself is home to the largest fleet of classic National 18s in the country, with their number being swelled by the arrival of number 100, Moonraker, straight from a keel-band up restoration that left the boat looking simply superb. Given how much work had gone into this task, credit must be given to owner and helm Jim Gibbon for trying for a port tack start!

In true classic fashion it was the oldest N18 still sailing in the UK, Tinkerbell (sailed by Richard Stirrup, Jono Prosser and Dave Hall) that took the win from Rob and Milly Wilder in their beautifully restored Merlin Rocket – Milly being the youngest competitor at the regatta.

The medium handicap fleet saw a three-way battle between the Fireflies, YW DayBoats and Brightlingsea One Designs (BODs). To the outsider it might look incongruous to suggest that you could race Fireflies against BODs but the handicap-setters at Bosham have built up a wealth of experience at these events which allowed the three classes to enjoy some close and enjoyable racing. Numbers were bolstered by a fleet of beautifully restored classic Enterprises. →



Above
The National 12, Indecision, was in the running for the Concours prize

The medium fleet also provides a home for some real rarities, including Andrew Kennon's Christchurch Coot, and the very shapely Torbay Minnow of Adrian and Jane Weller.

The Fireflies and BODs enjoyed a real tussle, but in the end the Firefly of Paul Kameen and Claire Jones proved victorious over their closest rivals, another Firefly sailed by Will and Mandy Henderson.

In the slow handicap fleet – dominated numerically by the large fleet of Tideways – attention fell on the pair of Aldeburgh Lapwings that had travelled down from the east coast. These 12ft 6in dinghies were designed by Morgan Giles, so clearly have a racing pedigree and remain popular up on the River Alde. What made the Lapwings special this year was the presence of number 28, Pipit, sailed by 14-year old Tilly Mattich. Having learnt to sail in her mother's Lapwing, Tilly decided that she wanted her own. Short of the funds needed, she busked with her violin outside the fish and chip shop in the village. Tilly sailed her boat into third place overall, finishing just ahead of the local Chichester Scow sailed by Izzie Lee. Overall victory went down to the wire, with another Lapwing sailed by John Fildes and Charlotte Clay and Michael Young's Tideway fighting over the top two spots, and the Lapwing just stealing the win.

At Bosham, the coveted Concours d'Elegance prize for superb craftsmanship is almost as important as the racing! The Sharpie of Jim McEwen was always eye-catching, as was the beautiful Kevin Driver (of The Boatyard at Beer) restoration of the National 12 Indecision sailed by Neal and Freya Lillywhite (another young crew that shows that the classic scene is not just the preserve of the older sailors).

Had Indecision been able to sail on Sunday, when the conditions would have shown her restoration off to its full effect, she would have been a serious contender. But ultimately the Concours award this year went to the Firefly of Mandy Henderson, who generously paid tribute to the skills of Tim Coombe, who had prepared the boat.

JOINING THE CROWDS

That the 2015 Concours was decided between these two great boatbuilders might suggest that only a professional restoration could win – but this would be very wrong. The two winning boats were pushed all the way by a number of superb home-spun restorations. More and more sailors are setting out on restorations, not just of the typical Fairey boats, Merlins and other development classes, but there are some real rarities out there waiting their turn in the workshop.

There are few shortcuts to creating a beautiful boat, which is in part a love-hate relationship with a sanding block. Yet, with careful use of epoxy to make up fillets and strengthen suspect joints, modern materials can help the home builder make a restoration that is sympathetic to the original construction, yet of Concours class in its finish. For the real aficionado of a classic finish, coatings such as the recently launched Awlwood top coat have removed much of the mystique of achieving that deep, lustrous finish.

If the Bosham Revival is anything to go by, classic dinghy racing can really be said to have come of age – and plans are already under way for a bigger, better and more glamorous event in 2016. □

Inspired to join the restoration trend?

Matthew Law, an instructor at the Boat Building Academy in Lyme Regis, offers some advice

It is a myth that you need to be hugely experienced to undertake a restoration project. We run short courses and see people achieving amazing results who don't have masses of experience – although of course to have some basic woodwork experience helps, and it always helps to be clear about what you want to achieve from the start.

Do you want your boat to win Concours d'Elegance prizes or are you happy to just go sailing? How important is maintaining historical accuracy to you?

A boat described as 'very original' will largely be unrestored, and will have lots of original components. You may want to think about repairing and returning these pieces, rather than replacing them to maintain the authenticity of the boat. Conducting a thorough survey of the boat is a wise move to start with, and may mean some disassembly to get a good overview of what needs doing. Be cautious when disassembling, and only start dismantling if you are sure you have the will – otherwise you will be left with a rather dispiriting pile of wood!

Unfortunately – or fortunately depending on your view – there are very few shortcuts time-wise, as much of the techniques needed involve replicating the original builder's method. However, early decisions about the scope of your ambitions will determine your timeframe, and working this out in advance will help you to avoid getting in a muddle.

You also need to have a dedicated space available – whether that's your shed, garage or a temporary tarpaulin lean-to. Avoid moving the boat during the process, as this can distort the shape.

Bear in mind that a real enemy to any restoration project is freshwater – whether that's rainwater that's pooled or condensation that's been trapped inside a poorly fitting or non-breathable cover. Saltwater is slightly the lesser of two evils, as the salt actually deters rot and fungi. Carvel boats (XODs, for example) particularly can dry out too much but your boat does need to be dry if you wish to use epoxy adhesives – or paints or varnishes of course. If you are faced with the prospect of wet wood, polyurethane adhesives – which are moisture-curing – may be appropriate.

Shop around when choosing sealing and bedding compounds; brands like Sikaflex offer different products for different purposes; one may be easier to sand, or another may have greater adhesion, for example.

Last but not least, it is worth teaming up with a friend or partner on your project from the outset; the extra pair of hands will come in useful – as will the moral support!

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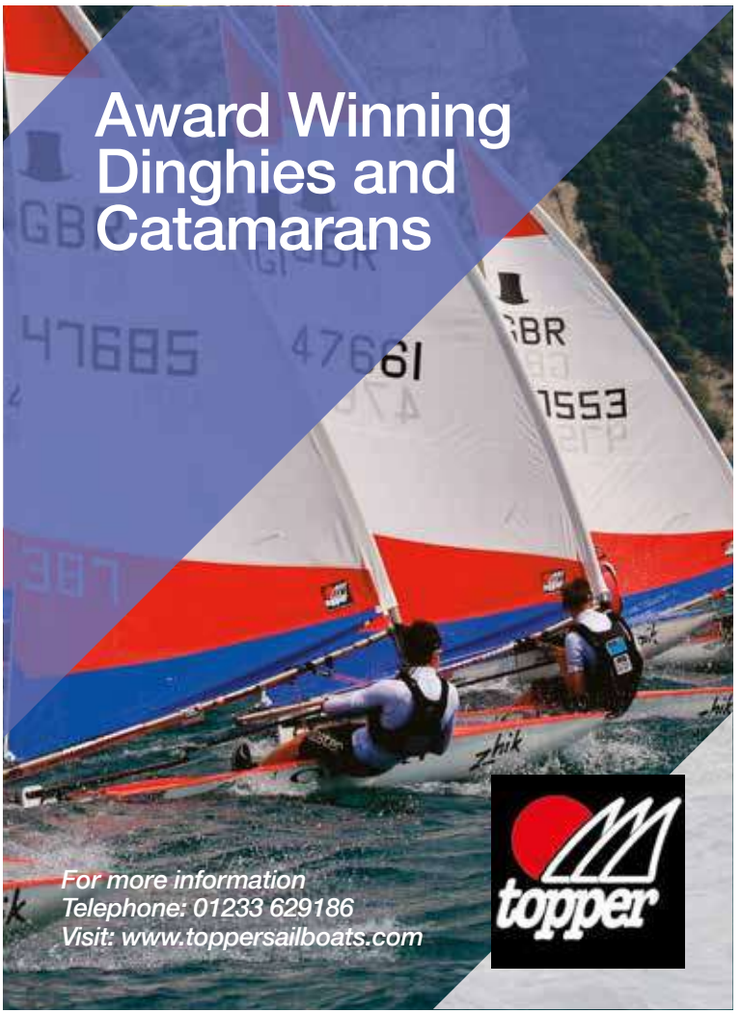


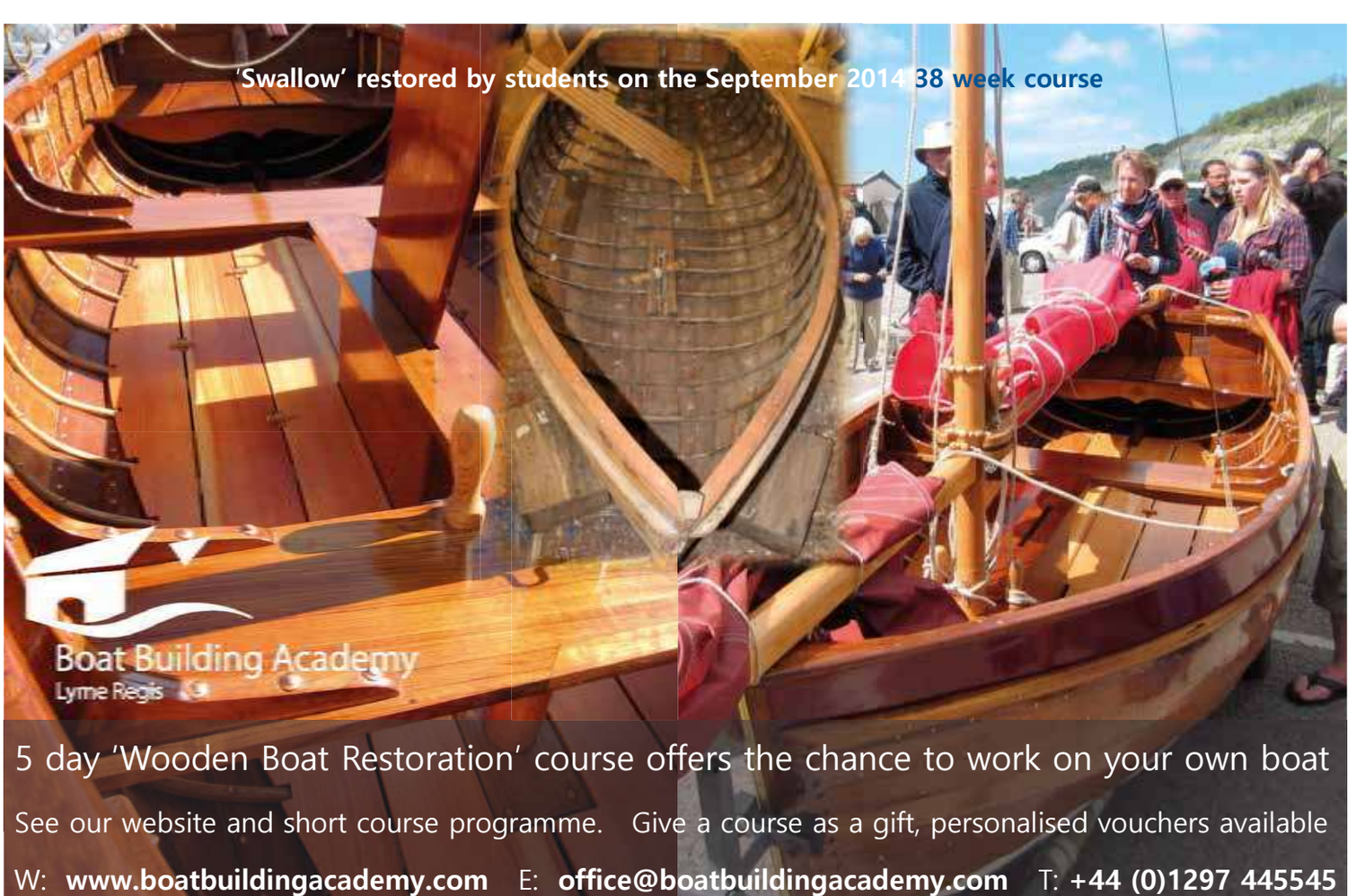
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LEEWARD MARK STRATEGIES

MARK RUSHALL explains some simple steps for getting ahead at the leeward mark, and has some top tips for defensive tactics

A good leeward mark strategy, executed well, sets you up for the next beat with a clear lane, gives you freedom to follow your plan, and reduces the options for the boats behind. Get it wrong however, and you will end up fighting for clear wind, tacking away from the favoured side or lifted tack, and losing more ground to the leaders as you fight to regain control of your own destiny.

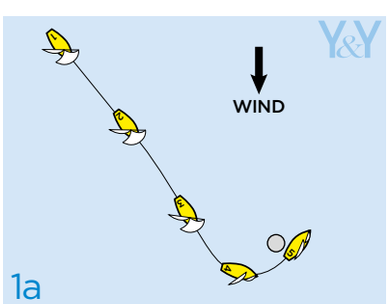
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In a perfect world: the tactical rounding

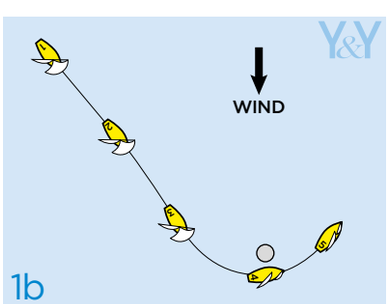
Exiting fast and as close to the mark on your upwind course generally gives the best chance of a clear lane, with an option of tacking early, and reduces the attacking options of any boats behind. To achieve this, take a 'wide in, tight out' approach, leaving enough space on the approach to complete the turn just as you pass the mark (fig 1a).

If you are rounding the mark on your own, a smooth turn with the mark at the bottom apex of the turn may actually be faster overall (fig 1b). In one-design racing we rarely get this luxury: it is more important to exit as high as possible.

However, if the rules restrict options for taking the perfect racing line, then get as close as you can while keeping clear of any right of way boats.



1a



1b

When should I start thinking about my leeward mark strategy?

On a short downwind leg with few place changing opportunities through wind variation, waves, or boat speed and handling, the strategy might begin at the previous mark: it is all about positioning your boat to increase the chance of gaining an inside overlap on the boat ahead and reduce the opportunities for the boats behind. At the other extreme, in light boats in surfing conditions there may be gaining opportunities all the way to the three-hull length zone.

IMAGE: PAUL WYETH

2

Slow and go

Strategies for Yellow

Yellow is on the outside of a group of boats (fig 2a). There is no chance of breaking the overlap through speed, boat handling, or using the 'wiggle' - see overleaf.

Instead, this 'slow and go' technique is especially useful in medium winds, when lanes are hard to hold, and if wind is with tide, when the boats ahead are inevitably pushed below their close hauled course after rounding the leeward mark.

Yellow aims to make enough room to clear the transoms of the boat ahead, and make a nice tight rounding. Many of the boats inside and ahead will prevent each other from making a tactical rounding, and yellow will exit in control of the rounding, or at worst, clear to tack.

Yellow drops the kite in plenty of time, and makes sure everything is set for the rounding: asymmetric pole fully stowed, outhaul in, mainsheet ready to sheet in and jib sheets clear for a tack. The early drop ensures that Orange is overlapped too far forward to pull the same move on yellow.

Yellow keeps close to leeward of the inside boats: not allowing them enough space to turn their roundings into tactical ones. Yellow slows enough to allow the inside overlap on Purple to be broken, and turns smoothly past her transom, following her racing line. Exiting close to the mark, if the boats ahead have fluffed their roundings there is a chance of a clear lane, while boats behind are, at best, rounding on Yellow's line.

Defence for Purple

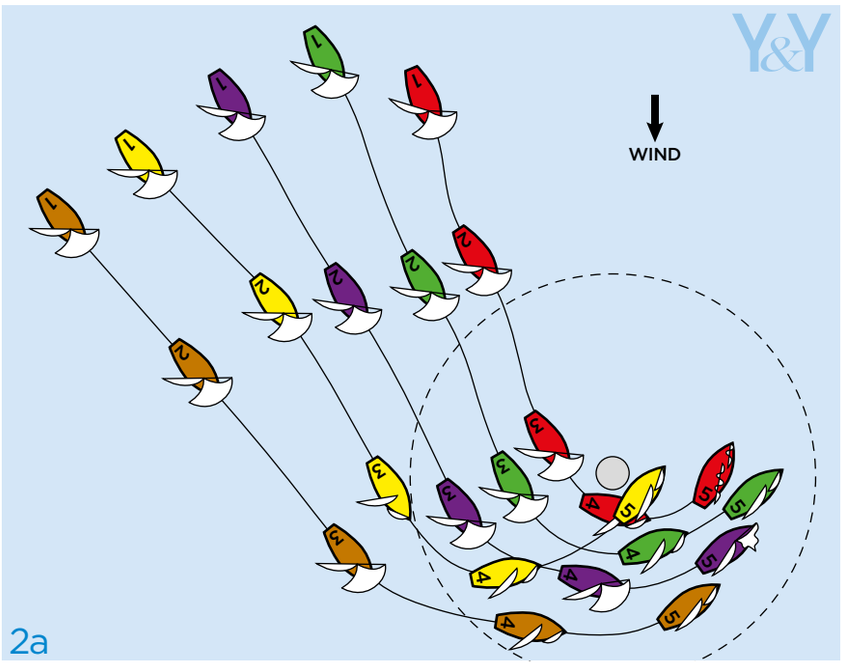
Purple's defence is to mimic Yellow's moves: dropping her kite and slowing down when Yellow does, keeping tight on the boats to windward of her, while making it difficult for Yellow to drop back and clear behind.

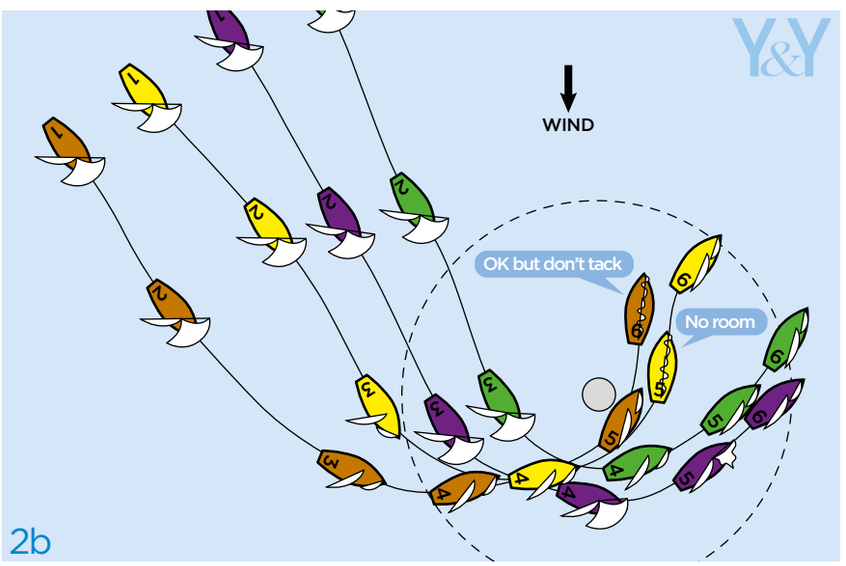
Rules considerations for Yellow

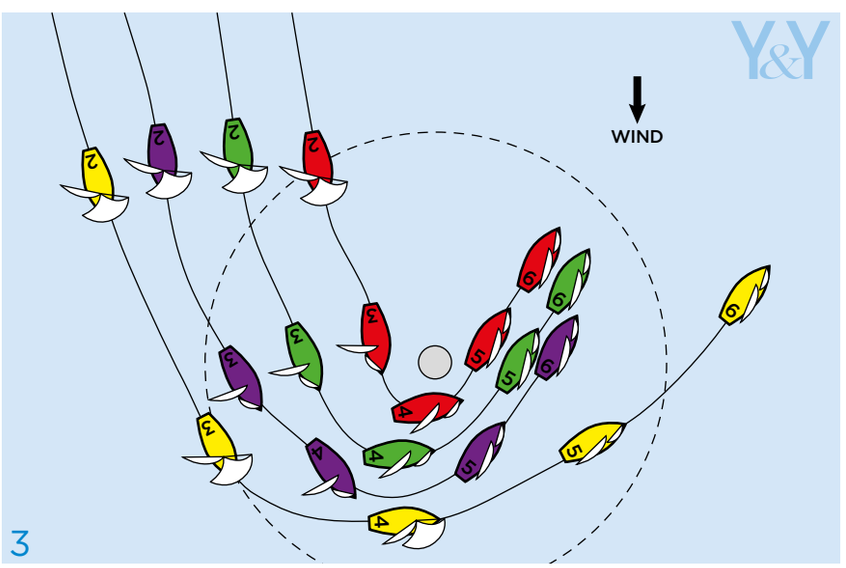
While Purple remains overlapped to windward of Yellow, Purple is keep clear boat (rule 11). This continues to apply when either or both of them are in the three-length zone.

If the situation had set up by Yellow becoming overlapped to leeward from behind within two hull lengths of Purple, she must not sail above her proper course while overlapped, except to cross *astern* of Purple.

Once Yellow is clear astern of Purple, she →







becomes keep clear boat (rule 12).

These rules continue to apply for the rounding, but rule 18 also applies between boats once one of them reaches the zone. An understanding of the definitions is necessary here and its worth reading them carefully to understand how rule 18 works.

The zone is the area around a mark within a distance of three-hull lengths of the nearest boat. Note that Green overlaps Yellow because Purple overlaps both.

Yellow is required to give mark room to the boats that were overlapped inside her, from when the first of them reaches the zone. This requirement continues if the overlap becomes broken, or if Yellow becomes overlapped inside.

Note that the definition of mark room is very specific: if Purple is keep clear boat, Yellow does not have to give her any more room than she needs to round it: there is no absolute right to a 'tactical' rounding.

If Yellow wants to tack at the mark, she needs to be aware of the movements of the boats behind **(fig 2b)**. Yellow can luff to head to wind; boats following will be clear astern or windward boat, as well as required to give mark room. But mark room does not include room to tack unless the other boat is overlapped outside and to leeward. Yellow needs to be sure, if she tacks, that she can be close hauled on starboard *before* Brown has to start altering course to keep clear.

3

Buffalo girls

This can work when there is lots of tide against wind, in light winds or strong winds, when being able to sail fast and free out of the mark is good for overall speed, and when you are sure you don't tactically need to tack soon after the mark **(fig 3)**.

Yellow keeps the boat sailing fast downwind for as long as possible. If possible, she leaves the pole until after the rounding; all the focus should be on trimming and sailing the boat as fast as possible. Again, Yellow keeps close underneath Purple to discourage the windward boats from being able to make a tactical rounding.

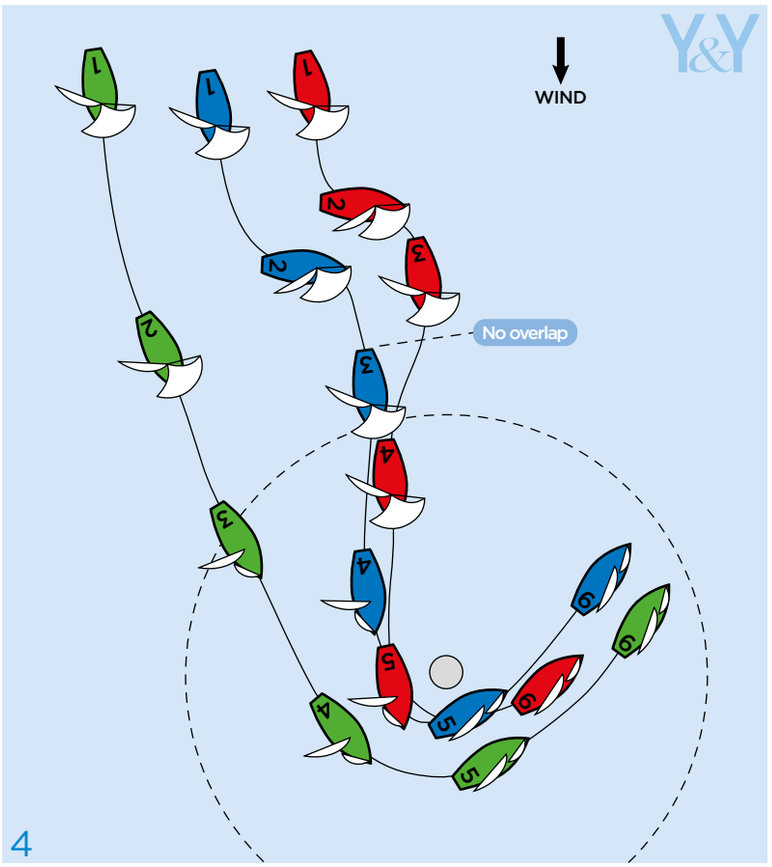
Yellow continues to focus on speed and trimming, and turns the boat as soon as she is able. With luck she'll be able to cut across in front of some of the inside boats on the exit: at worst she keeps sailing fast and free until her lane is clear.

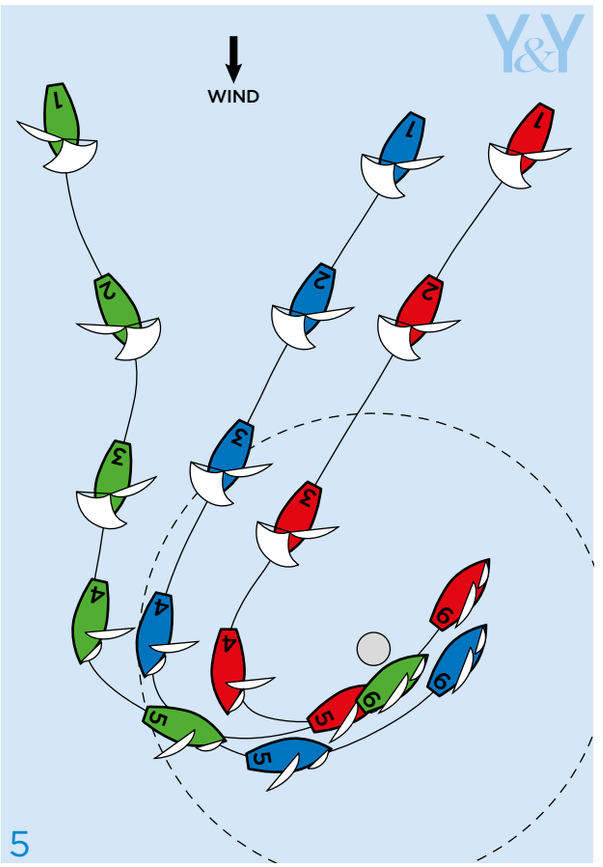
Defence for Purple

If Purple recognises Yellow's intention early, her choices are to shadow Yellow's move and try to stay bow-forward on the exit, or to let her go, and attempt the 'slow and go' rounding. Once Yellow is clear ahead, Purple has all the room she needs to drop into a tactical rounding and get set up for an early tack after the mark.

Rules considerations for Yellow

Yellow's key rules considerations are the same as for 'slow and go'. Once she is clear ahead of Purple, she becomes right of way boat, but has to continue to give purple mark room until they have rounded the mark. If Yellow cuts across Purple's bow she has to be certain that Purple continues to have mark room until the mark is passed.





4

The wiggle

Options for Blue

'Slow and go' and 'buffalo girls' are both options for Blue, but she does need to be aware of the possibility of infringing Green if she tries to make room for a tactical rounding. Another option is the 'Wiggle' **(fig 4)**.

The further that Blue can encourage Red to the left hand side of the run, the harder it will be for Red to maintain the overlap to the all-important edge of the zone. That's great if there are only two boats, but pushing out early jeopardises Blue's overlap on Green. Instead, Blue waits until the zone approaches, luffs Red wide, then bears away hard and aims for the closest part of the zone radius. The big bear off swings the overlap line well in front of Red's bow, and Blue controls the rounding.

Defence for Red

Red's defence is to attack Blue's wind early on the leg, to encourage her to sail low or even gybe: the further to the right of the rhumb line they approach the mark, the less likely is the wiggle to succeed. As the mark approaches, Red maintains sideways distance, so Blue is not able to force a big alteration of course to windward before being affected by Red's wind shadow.

If Blue's wiggle is a good one, Red's next resort is to slow and go or buffalo around the outside.

Rules considerations for Blue

If Blue has gained the overlap from behind, she may be subject to rule 17: she must not sail above her proper course. That's the course she'd sail if Red wasn't there. Blue can get over this by gybing twice while overlapped, or by soaking two boat lengths and coming back up: both of these tactics would need to be instigated well before the mark. When Blue alters course, she needs to give Red room to keep clear (rule 16), though if her luff results in immediate contact, Red was not keeping clear (Definitions, Keep Clear).

Rule 18.2 (d) is slightly biased against a boat making or breaking a late overlap. If there is doubt that Red's overlap was broken before the zone, it is presumed that it was *not*.

And once at the mark, remember that though entitled to mark room, Blue is keep clear boat at the mark (11) so can't force Green wide.

5

I want to have my cake and eat it...

Are there any situations where the inside overlapped boat is allowed to make a tactical rounding? Yes: if the inside boat also has right of way **(fig 5)**. Blue has failed to pull off the wiggle. Both boats are now approaching on starboard tack, overlapped inside the pack. Blue has to give mark room to, and keep clear of Red, (rules18 and 11), and Green has to give mark room to, and keep clear of, Blue.

So Red and Blue are both able to push the fleet wide for as long as they have right of way, and make nice, tight, tactical roundings.

Rules considerations for Red and Blue

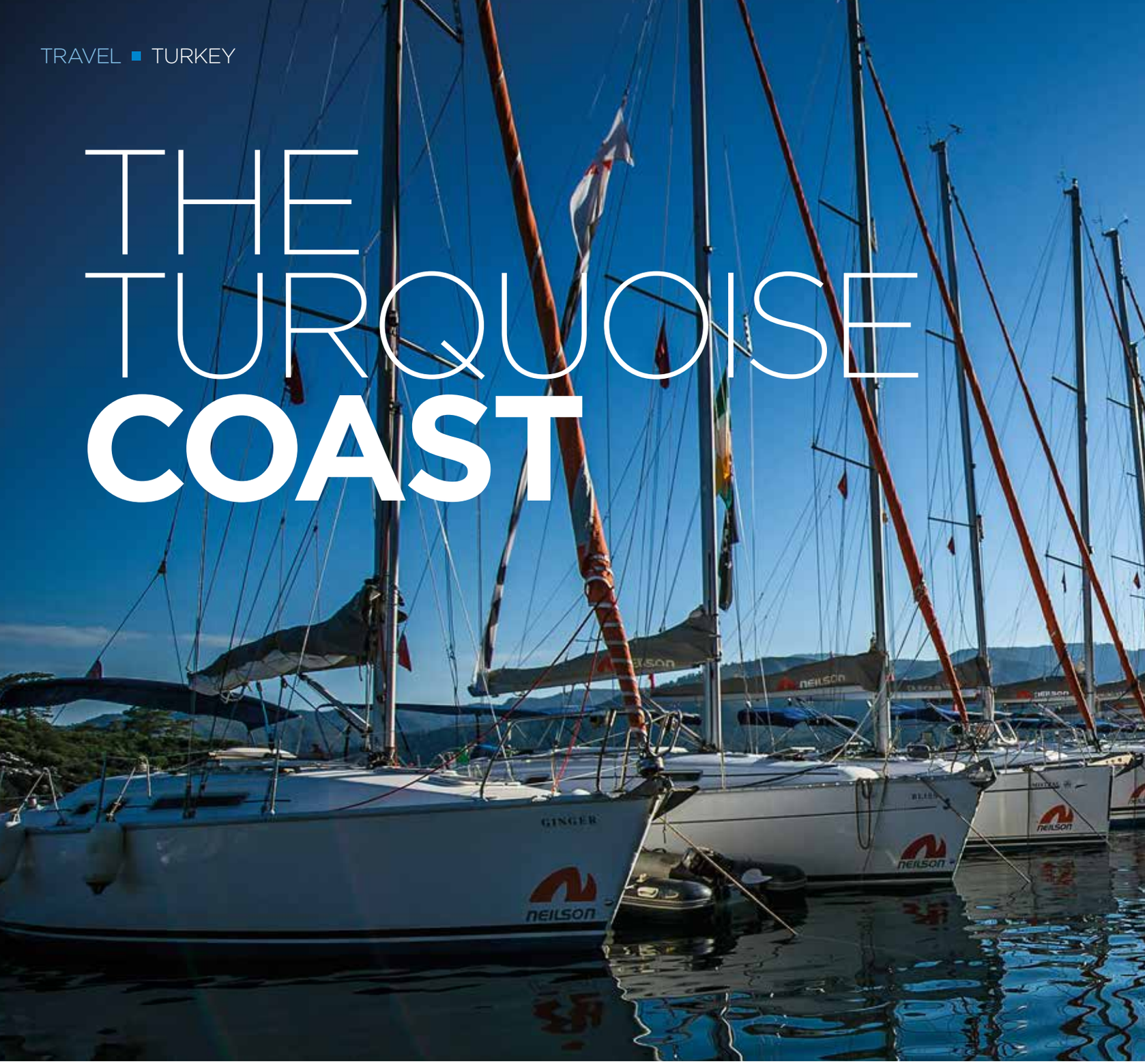
Rule 18.4 prevents Red or Blue sailing farther from the mark than needed to sail a proper course. They would have no problem convincing any jury that the tactical rounding is their proper course in this case. (Note that rule 18.4 does not apply at a gate mark). □

CAUGHT IN THE MIDDLE

Opportunities for the boats in the middle of the pack are, at best, opportunistic. The strategies outlined here can be used against the individual boats nearby, but there is no control over the rest.

Assess the situation early, think about your upwind strategy, and make an early move for the most appropriate side of the pack.

THE TURQUOISE COAST



Turkey has long been a popular destination for less experienced sailors and, as **ALEC MARSH** finds, is an ideal choice if you are taking family or friends sailing for the first time

Famed for its breathtaking scenery, unspoiled beaches and rich history, Turkey ticks plenty of boxes in terms of holiday destination potential.

Add in reliable, steady winds – light in the morning, building to moderate by afternoon – and sparkling blue seas, and the appeal of exploring the region on a charter or flotilla holiday becomes obvious. The country's snaking coastline offers a plethora of peaceful bays to discover by day, whilst traditional coastal towns and bustling modern marinas give plenty of stopover options.

The majority of Turkey's plentiful flotilla and charter offerings can be found along the Turquoise Coast, the southwestern-most corner of the country, along which lies sandy bays, rocky outcrops and wooded hills.

Many operations are centred around Fethiye, with plenty of itineraries starting from marina bases in the Göcek area, a small town a few kilometres to the north of Fethiye. Typical flotillas in this area combine a mixture of short hops and longer passages. Take your time meandering between the islands and coves of the Lycian coast, a stretch dotted with intriguing ruins set against beautiful backdrops.



> An abundance of options means you can combine a relaxing holiday with training

SIMON JOHN OWEN C/O NIELSON

Further north and west, itineraries centring on the Bodrum area – itself a vibrant town rich in history – tend to offer longer passages in slightly stronger winds; more experienced sailors will delight in sailing from here.

Stretching eastwards of the Fethiye area, the Dorian coast beckons those wishing to escape the crowds and explore a little off the beaten track; with stronger winds on more exposed passages, it's perfect for experienced sailors with a sense of adventure.

Two-week itineraries are a particularly popular offering in this region and, with so much to explore, no matter what your experience, it's easy to see why. Be prepared to be flexible with dates: in some cases, operators are able to offer specific itineraries only on set weeks. However, the sailing season in Turkey stretches from early May to late October, so there's plenty of scope for finding your ideal trip.

GENTLE INTRODUCTION

The sheltered area around Fethiye is particularly well-suited for those with little to medium experience; the wind generally reaches not much more than Force 3 and numerous coves, short passages, calm anchorages and uncomplicated line-of-sight navigation combine to make it a perfect destination for aspiring skippers.

Above
Turkey's Turquoise Coast is dotted with tranquil coves

And although Turkish local authorities require ICC or RYA Day Skipper certification for those wishing to charter their own yacht, that's not to say novice sailors cannot get out and make the most of exploring this stunning coastline. Far from it! An abundance of options from operators in the area (including Sunsail, Seafarer, Nautilus and Top Yacht Charter, for example) means that you can easily combine a relaxing holiday with training, whether you are looking to try out new skills or simply boost your confidence. →









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STUART PEARCE C/O SUNSAIL



C/O ONE STOP SAILING



STUART PEARCE C/O SUNSAIL

Whilst there has long been the option of hiring your own yacht with an RYA instructor on board in order to tick off day or coastal skipper qualifications, an increasingly popular alternative is the 'learn on flotilla' concept. You get all the fun and the itinerary offered by a standard flotilla holiday, but with a qualified skipper on board to show you the ropes and sign certificates at the end of the week. With the emphasis equally weighted, this combines the best of all worlds – sailing tuition, time to practise and chill-out time – and holds appeal for families and groups as well as couples.

If you have some experience but fear your skills might be a little rusty, a couple of days on a refresher flotilla is another option. Alternatively, if you have lots of experience but no paperwork to prove it, several operators now offer to join you on the first day guiding you through the ICC requirements, before you can then enjoy your holiday independently.

Finally there are a number of 'stay and sail' providers in the region, whereby you can spend an exciting week honing your skills with RYA tuition at a dinghy beach club, before taking charge of your own yacht for the following week.

Above
Exploring some of the coastline's ancient ruins at Cleopatra's Bay

Top right
Sheltered waters and gentle winds

Above right
Mix your holiday with training and further your skills

First-hand experience

Alec Marsh shares some lessons learnt the hard way as he treats his new spouse – who has never sailed before – to a sailing honeymoon

My new wife turns to me – she's standing in the galley of our Sun Odyssey 32, and a streak of searing Aegean sunlight falls across her hair. It's hot, really hot. She throws down the inventory, and fumes: "I never expected my honeymoon to begin with counting spoons!"

In that moment, I have a startling revelation: perhaps my idea for a flotilla honeymoon in August in Turkey wasn't such a corker. Especially since Ashley, my wife of all but two days now, has never sailed before. I suddenly remember the story of a family friend who went sailing on his honeymoon: the marriage didn't survive.

An hour later, I am dragging the just-married suitcases aboard and Ashley has been to the supermarket and is cheerfully unloading bag after bag of produce. For a yachting newbie she's done a brilliant job of provisioning the boat.

Our flotilla skipper arrives. John, a pale, wiry 55, is a former Army man and works as a driving instructor in the off-season. It shows as he patiently and expertly briefs us on every aspect of the boat, from the heads to head sail. Ashley listens intently. I watch as everything is absorbed pliantly without question. It's gratifying because I've just been wondering how well I'll cope being effectively single-handed.

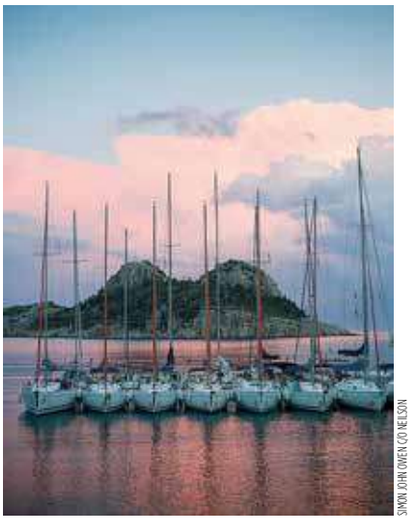
THE BAY OF FETHIYE

Next morning, after the briefing, we set off for our first destination – a bay just 10 miles away across the Gulf of Fethiye. We've got a Force 5 southwesterly, so it'll be a nice beam reach most of the way.

We slip our moorings and thread our way from the marina into the protected Bay of Fethiye. Once here Ashley steers nicely as I retrieve fenders, lines and then pop below to update the log, and double check the route. So far so good – until I hear a shriek. I look up, and Ashley's face is filled with uncertainty as she's pointing directly ahead. I leap up into the cockpit, heart racing. Possibly half →



C/O NAUTILUS



SIMON JOHN OWEN C/O NELSON

a mile away a small fishing boat idles in our general direction. With relief, a short discussion of the use of bearings to ascertain likelihood of collision begins.

We enter the Gulf of Fethiye and the Aegean – and it's what we're here for: flawless blue skies, a rich blue sea and, for a sailing newbie, the presence of enough land to be reassuring. Our boat pitches delightfully from wave to wave. It's perfect – or so I let myself believe until audible displeasure from Ashley informs me otherwise. Evidently something about the way the boat is moving is causing her genuine alarm.

Why on earth hadn't we done any preparation for this? Just one day's sailing would have been something. Fortunately my wife is made of stern stuff. The moment of alarm passes and I give her the helm. With little direction she steers ably to windward so I can deploy the main (the in-mast roller reefer is inelegant but perfect for short-handed sailing) and soon we're skipping along more smoothly at 4.5 knots. I log it: 'Engine off. 13.38.'

And Ashley definitely looks the better for it. Our destination is now a mere eight miles away and suddenly, we are sailing. Contentedly. It's 30 degrees and the conditions are perfect. And we're on our honeymoon. My eye scans the horizon, taking in the lumps and bumps that I've noted on the chart, as well as those that I haven't. I'm at peace.

I look over at my beloved: her head is bowed forward and resting in her hands as she wrestles in the grip of seasickness. '13.45. Engine back on.' We motor-sail with genoa the rest of the way and (after narrowly avoiding several more lethal collisions), reach Tersane Island, and berth in a beautiful bay. We were the last boat to leave; we're the first one in.

WRISTBAND 'MAGIC'

Overnight I obtain anti-seasickness wristbands from a fellow charterer. "It's pure witchcraft," he confides, as he hands the box over. But I'll take anything. Armed with motion sickness tablets and the wristbands we set off for Boynüz Bükü, a well sheltered tree-lined bay on the mainland, the next morning.

Above left
The sandy Wall Bay is great for snorkelling

Above right
A flotilla gives you the assurance of reconvening at the end of each day

First it's back into the Gulf of Fethiye, again in perfect conditions, although the sails are gone by 12.45. Still, it is good for the fridge, even though we've sailed perhaps three miles all told over two days.

We spend the afternoon swimming in the turquoise waters and I ready myself for the day to follow: the flotilla's route involves a 20-mile crossing of the Gulf of Fethiye in what would be perfect conditions to any sailor, but might just finish off the honeymoon. I just hope it won't do the same for the marriage. Ever optimistic, we set off the next morning.

This time as we head into the open water, I bring up a beach towel and cushion and lay it appealingly in the cockpit so Ashley can sunbathe. With Ashley content and the sails up, we make good speed for an hour and a half, interrupted only by a spot of lunch until we put a tack in. Finally with the afternoon breeze falling away the engine goes back on at 3pm. And suddenly I realise we've sailed for two hours and covered some 10 miles. And Ashley has loved it. I feel like Columbus laying eyes on the New World! When we arrive she's ready with the fenders and grabs the lazy line with gusto.

That afternoon we snorkel with a sea turtle in Karacaören Bay. Suddenly we are in honeymoon cliché-land. "You know," remarks Ashley the next afternoon from the coach roof, where she's sunbathing beneath a nicely set mainsail. "I think I'd like to do a sailing course…" □

Alec and Ashley were sailing in the Fethiye Flotilla with Nautilus Yachting

Sailing holidays with a novice: Dos and don'ts

1. **Communication.** Explain everything clearly beforehand. Twice!
2. **Assume nothing.** What you take for granted afloat has been years in the learning.
3. **Avoid jargon.** Nautical words are a foreign language. In the heat of the moment, 'front' and 'back' might just be better than bow and stern.
4. **Safety management.** Give yourself tasks that may involve danger (for instance, unloading winches) until confident your novice can do it without injury.
5. **Slowly does it.** Don't be too ambitious with your passage planning.
6. **Enjoy it.** You want your novice to love it as much as you do.
7. **Don't go overboard.** But in the event it should happen, ensure your novice knows precisely what to do.

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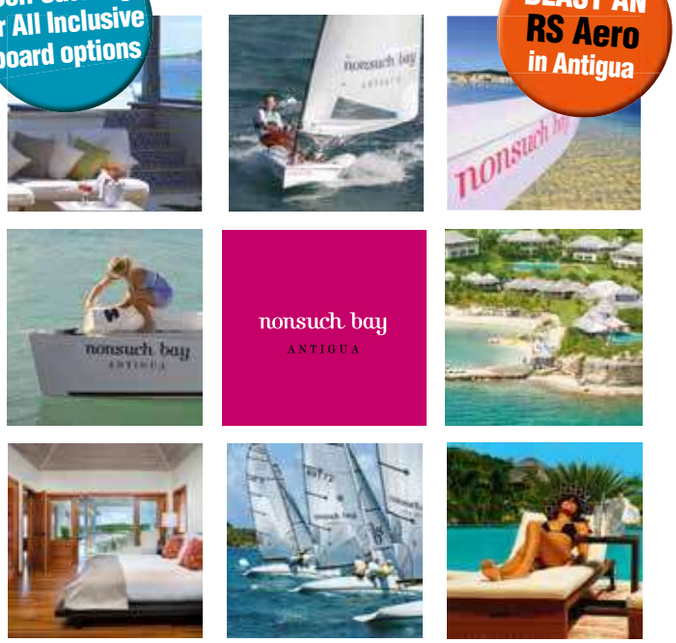
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Following the success of its previous smartphone anemometer, Dutch company Vaavud has launched a new version allowing accurate measuring of both wind speed and direction. As with the previous iteration of the device, the Sleipnir plugs into the headphone jack of a smartphone, offering instant live readings on the screen, via an app.

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pettitpaint.com



ANDARK HEAT VEST

Following a less-than-stellar summer, we're now looking towards winter sailing and the associated chill-factor. Happily, then, Andark Diving and Watersports has announced the UK launch of the Ursuit FIR Deep Heat System, a thermal heating vest, which uses infrared technology to warm the wearer throughout – not just the parts touching the vest. According to Andark, the battery-controlled vest can be worn safely even when immersed in water. Heating power can be set to three different levels and lasts between 3-5 hours.

RRP: £299
andark.co.uk

KIT INNOVATIONS

TOBY HEPPELL takes a look at the latest kit for all your sailing needs



LITTLE CUP BOOK

With the America's Cup now featuring a number of one-design components, those with a geeky interest in the features of unconstrained catamaran design need look no further than the C-Class Championship (aka the Little Cup). Sailors with even a passing interest in the original wing-sailed cat would like Francois Chevalier's 'The Exceptional History of the Little Cup'. It has details of every match to date and offers information on innovations and design.

RRP: £32.54
amazon.co.uk

MARINEPODS

Interform Marine has released a new range of UK-manufactured instrument pods. The range enables owners to upgrade their navigation electronics and improve their cockpit helm station aesthetics – by incorporating the relevant MarinePod to house a new chartplotter, AIS display or instruments. The pods are versatile and in particular are the only instrument pods available for upgrading navigation electronics for Bavarias.

RRP: POA
interform-marine.co.uk





LAYER UP FOR BIG BOATS

GEORGIE CORLETT-PITT reports on the latest clothing developments geared to keeping you warm and dry when it comes to big boat sailing

Whether it's round the cans racing or you're venturing further offshore, improvements in fabrics mean that you no longer need to rely on bulk for warmth when it comes to dressing for big boat sailing.

It's now accepted wisdom that lots of thin layers will perform far better than fewer thicker layers. Ultimately, this means you will feel much more comfortable on the water. Not only does your clothing physically feel much less weighty and restrictive to wear, but investing in a layered wardrobe has the added benefit of allowing you to pick and choose between layers to create the right balance in any given conditions.

This is particularly advantageous when sailing in unpredictable British weather. It might well be that on a warm spring day, for example, a mid layer jacket worn over salopettes and a good base layer may be sufficient to keep the elements at bay. As Matt Clark, product development director for Gill explains: "The versatility of a multi-layer system cannot be beaten and the advent of soft shell technology has increased the options available to those on the water. When conditions allow, the windproof barrier of a softshell top will often be enough to fend off light spray and the cooling effect of the wind."

The capsule wardrobe principle also means that you no longer need different options for inshore and offshore sailing. By investing in a few carefully chosen fundamental items, the average sailor should quite happily be able to jump from sportsboat to coastal sailing to anything in between without either needing to update their whole wardrobe or having to compromise on comfort.

OUTER SHELL

The outer layer has the job of keeping the elements out, and it goes without saying that it needs to be waterproof as well as breathable – so that any internal condensation that builds up inside can be transmitted to the outer layer, and you avoid that clammy cold feeling.

Much of the cross-over capability mentioned above comes as a direct result of the recent shift amongst jacket and salopette manufacturers towards the use of three-layer waterproof material,

LEAD PHOTO: FRANCESCO FERRI C/O ZHIK

which has now almost entirely replaced the concept of two-layer material – at least amongst performance ranges. Two-layer material is distinguishable by the protective mesh inner lining – which makes it heavier, less breathable, and more cumbersome – especially when trying to put on salopettes over wet boots! By contrast, three-layer fabric instead comprises a highly waterproof, breathable membrane laminated between a breathable, protective scrim and a durable fabric outer. An increasing trend towards this option has seen garments develop that give great performance across the range, and importantly, are much more affordable than in the past.

"It's no longer true that a garment has to be heavy to be suitable for offshore," comments David Lewin, technical consultant for Hudson Wight. "If you are looking for an offshore-specific garment, the difference these days tends to come in the detail rather than the fabric; for example, higher quality sealing on the seams; a more robust hood, collar and cuffs; fleece-lined hand-warmer pockets; high vis and retro-reflective strips, and so on.

"The move towards three-layer materials has also brought not just a corresponding weight saving – particularly where manufacturers are opting for lighter but higher performance outer material such as twill weave – but also space saving. That's important as boats become ever more high performance and the weight and size of sailors' kit bags has by necessity had to shrink too."

Most manufacturers have adopted another performance orientated trend with regards to jackets – that of a shorter fit at the front and a longer fit at the back. As sailors tend to be crouched or hiking whilst racing, avoiding excessive material in your lap contributes to better fit and comfort. However, Lewin advises, "it's always worth ensuring you have enough length in the trouser leg; try the product on and consider how the fit will be affected when stepping or crouching on board".

It's also worth noting that if you regularly sail a sportsboat or are likely to find yourself at the pointy end of the boat on a frequent basis, a smock-style outer will be preferable to a traditional jacket; with no zip, it's impossible for water to seep inside no matter how many waves you take face-on.

BACK TO BASE

A good base layer is fundamental to ensuring your whole layering system works effectively, so be sure to invest wisely. Even when you are cold, your body still gives off moisture, and if this gets trapped in between your clothing layers, you will end up feeling clammy and ultimately your body temperature will drop further.

To make sure that moisture is moved away from your skin and towards the outer layer where it can be transferred out, choose base layers that are made from an effective wicking material. This typically involves some sort of polyester-based material, often with anti-microbial technology incorporated to ensure you stay smelling fresh even after periods of intense activity. But it is also worth mentioning that there are increasingly alternatives on the market. In particularly cold conditions, merino wool blends offer a step up in insulation (although you do sacrifice a little in wicking capability), and have naturally antibacterial properties. Perhaps the newest concept being introduced by the wider active-sports market is bamboo. Usually mixed with synthetic fibres, this material has the benefit of being super soft.

> "The capsule wardrobe principle means you **no longer need options** for inshore and offshore"

But the big advantage of wearing sailing-specific base layers, both tops and bottoms, over something adapted from your ski or walking wardrobe, comes in the use of body mapping. Through extensive research, product developers can identify key areas for movement and insulation when sailing, and these needs are catered for with a mixture of panels, each offering the required stretch, support and temperature control.

Base layers are likely to be the most versatile and numerous in any layered wardrobe, meaning you can pick and choose items with different thermal properties to best suit the conditions. →



■ Musto BR2 Jacket

■ Henri Lloyd Elite Smock



■ Musto MPX Trousers



■ Gill i5 Crosswind Jacket



■ Musto Dynamic Mid Layer





■ Zhikdry Top



■ Hudson Wight Midshell Jacket

Some lighter base layers even have UV protection and high wicking propensities, meaning that on the nicest of days they can comfortably be worn as a standalone layer, whilst doubling up under a mid layer when the weather takes a turn.

MID LAYER INSULATION

Last but by no means least, there's the middle layer to consider. Although mid layers usually give some protection from light spray, do not expect them to be waterproof. The focus instead is on insulation. "The mid layer provides the essential insulating layer of warmer air and can also offer additional protection from wind and water," explains Henri Lloyd PR manager, Amy Grealish.

According to the experts, this is another area where big changes have come in, as people move away from bulky fleece – whether as a standalone layer or as a lining with a shell outer – towards lighter-weight modern alternatives, which offer a higher warmth-to-weight ratio. Thermogrid fleece, for example, is made up of a grid system fabric, with conduits along which your body heat can flow and equalise, directing heat flow to warm up the bits of you that are cooler.

Stretch and flexibility are also a vital consideration, ensuring that your movement is not restricted. Lightweight weave material, as well as four-way stretch fabrics, are becoming the norm.

Mid layers extend beyond fleece and softshell garments. Increasingly, primaloft products are being offered to the sailing market, both jackets and salopettes. Although not specifically targeted at active sailors, they do have an appeal for winter sailing and for those who feel the cold easily – women in particular – and for those on a slow offshore. As Amanda Dyjecinski, marketing director for Musto says: "We sold a few primaloft jackets to those coming off the Fastnet this year as they were very cold this time!" She continues: "Primaloft products make an excellent mid layer, as primaloft has a good warmth-to-weight ratio. It is also water repellent (but not waterproof); our versions all have durable water repellent coating so that if caught out in light spray they stay dry inside."

Mid layers are often pivotal to the success of the layering concept, and having an extra mid layer to hand can also be key to turning your day around when the weather turns out to be chillier than expected. As Clark concludes, "it's really important to plan ahead and dress for the occasion, and if in doubt, pack an extra thermal and windproof layer. It's far easier to duck below deck and add or strip off a mid layer than to face either over-heating or enduring the cold." □

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NEXT MONTH
Tried and tested kit innovations
On sale 13 November

FROM TOP TO TOE

No matter if you are dressing for the worst of the winter weather or a sunny spring day, it's important not to forget about accessories and footwear. That can be anything from breathable boots to the right pair of gloves, or sunglasses to a fleece hat. As Grealish summarises: "Accessories are often overlooked, but they play a vital part in overall sailing attire; their main function is the protection of the extremities from the physical aspects of sailing and racing, and also to provide protection against the varied climatic elements. Correct footwear selection can make a huge difference to a sailor's comfort and performance; this is vital for the wearer's confidence, as well as safety and agility on board."

THE SECRET TO **WARM FEET**

Alpaca socks are great favourites for the sailing community – and they make the perfect Christmas gift!

Offering fantastic warmth, Alpaca socks have long been great favourites for active sailors. And a sock that can be worn for 24 hours for a week is obviously an appealing prospect. The secret is all in the fibres...

Alpacas originate in the highest plains of South America, the Altiplano, approximately 12,500 feet above sea level. Few trees survive in the wind-sheared expanses and few crops can be coaxed out of the ground. This harsh landscape is inhabited by chinchillas and delicately hoofed alpacas and their rarer cousins, the Vicuna. They thrive where little other livestock can exist. Baby alpaca, called cria, are always born in daylight hours where they can dry in the warm sun before nightfall which is incredibly cold.

Alpaca fibre is known as the fibre of the kings. Treasured by the ancient Inca civilisation for thousands of years, the finest fleeces and colours were reserved for royalty. The alpaca was almost anhialated during the Spanish conquest, the most precious alpacas were driven to the highest parts of the Andes into exile to keep them safe.



Alpaca fibres are long and hollow, which fluffs up and traps air so that they can withstand hot temperatures during the day and very cold temperatures at night. The fibre has higher insulating properties than other wools, is as soft as cashmere to wear but incredibly strong and hardwearing. Alpaca fibre naturally wicks away moisture and repels odour and bacteria so socks can be worn for a week or more and stay soft and fresh.

Perilla imports over four tons of yarn annualy directly from Peru, which is then dyed in Scotland, knitted and finished using three separate factories in Britain. All the toes are hand linked which gives a flat comfortable seam over the foot. The range includes bed socks that are 90 per cent pure alpaca, long knee length socks, ski/sailing socks, everyday socks and thick, terry looped walking socks; these are all 75 per cent alpaca. The ribbed socks all have soft cushioned soles for extra comfort and warmth. The lovely palette of 14 colours includes navy, indigo and mid blue for those who prefer traditional sailing colours and raspberry, purple and burnt orange for those who love vibrant colours.

Great gift boxes of socks can be put together, up to five pairs in a box of one type – these can be any colour and even mixed sizes for an entire family, and make a superb gift choice for any time of the year but particularly at Christmas. Find out more at: **perilla.co.uk**





perilla





AND I BRING YOU... **FIRE!**

TOBY HEPPELL visits Burghfield SC to test the 'Fire', a new sail with its own personality that is adding a rival dimension to the Blaze



1

Launched by Topper International in 1996, the Blaze has developed a committed following in the UK and has undergone a number of developments, reinvigorating the class and making it easier to sail, which already includes a larger sail, named the Halo. But the latest in the line of innovations now comes in the form of the new, smaller rig named the 'Fire'.

Multiple rigs are de rigueur at present, with many sailors looking to maximise their investment and get sailing whenever they have an opportunity, so it seems to be a sensible route for manufacturers. The Blaze has long been percieved to be for the heavier male who is, perhaps, beyond their first flush of youth, so the Fire aims to activate a following of both females and the lighter sailor. I'm told a number of rigs have been sold to female sailors – though the vast majority so far have gone to those who already own a Blaze and want something for when conditions are challenging.

Thanks to (what feels like) a slightly flatter cut, coupled with significantly reduced roach, the Fire is, anecdotally, quicker than the Blaze when it is really blowing – though it should be noted that it will compete as a separate class, so the possibility of rig-swapping to suit conditions at an event is not an option.

SPECIFICATIONS

LOA: 4.20m
Beam: 2.48m
Hull weight: 72kg
Rig options – sail area:
Fire: 8.8sq m
Blaze: 10.4sq m
Halo: 11.5sq m

RIGGING 9/10

★★★★★★★★★☆

"One of the key aims in creating the Fire rig was to ensure it would sit on the same spars," Mike Lyons from Cirrus Raceboats (class builder for the past decade) said as I arrived at a rainy and gusty Burghfield Sailing Club near Reading. "When I used to sail a Laser it always bothered me that you needed to carry around and store additional spars if you wanted to take advantage of both the Radial and standard rigs." This approach extends to the larger Halo rig too, meaning investing in a Blaze hull and spars can provide access to three seperate sized sails.

With this in mind, rigging the Fire is as easy as taking the sail out of the bag, attaching the main halyard and hoisting it. The only real difference with rigging the sail is adding an extension to the outhaul (though a longer outhaul line would take care of this).

Test conditions were probably a little light for the Fire, where the sub-10 knot blow probably would have seen my 68kg frame better suited to the Blaze rig proper. As such much of the day was spent searching for power. I would suggest, however, that a regular Blaze sailor may want to wind on a little more lower tension than they use with the standard rig. This seems a product of the sail's slightly flatter shape making it very susceptible to depowering when there is any real mast bend especially down low. With the smaller roach, winding the kicker on should give you all the depowering options you need, through sheeting, without mast bend to flatten the sail further still.

UPWIND 7/10

★★★★★★★☆☆☆

It was on the beats where I felt the depowering effects of the carbon mast bending due to kicker loads in the bottom third the most and, compared to the Blaze I was sailing against, the speed differential was most apparent here. Stiffen up that bottom section and you wouldn't be struggling too much for pace. Certainly, I was hiking against the rig in the upper range of the day, so there is plenty of power being delivered.

In terms of balance, taking area almost exclusively from the leech seems to have kept the boat light on the helm upwind. The hull has a sizable waterline, so I was relieved to find that manoeuvrability, and more specifically, tacking ability had not been lost by reducing sail area as I had feared.

The shape of the sail is something of a double-edged sword. Without loads of depth and with a small flat head it is hard to set the sail so it is stalling, even winding on as much kicker as I could manage, which is useful. This probably makes the Fire an easier sail to set than the Blaze, but means you probably need to play more kicker to have an appreciable effect on the sail.

REACHING 8/10

★★★★★★★★☆☆

Crack off a little and the hull's impressive waterline length comes into play, negating some of the speed difference between the two sails – at least in the lighter, sub-planing conditions I experienced on our test day.

Typically the Blaze class has something of a 'set and forget' attitude to outhaul but I get the strong impression that the Fire responds to more input, particularly reaching and running, where dumping the control gave a lot more power.



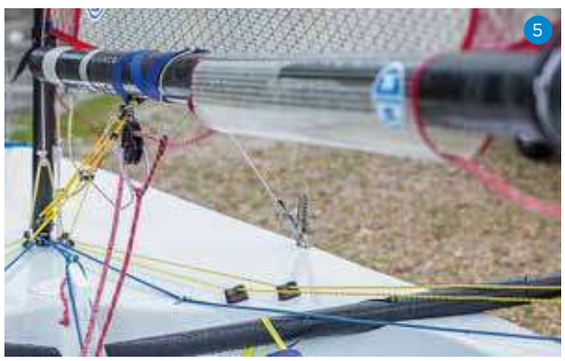
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3



4



5

IMAGES: ALEX IRWIN/SPORTOGRAPHY.TV

RUNNING 7/10

★★★★★★★★★★

Dead downwind will require time in the boat to get right, I believe. As a stayed singlehander, the aim of the game is always going to be dumping the kicker to get as much twist in the top of the sail as possible and so get as close to dead downwind as you can. The limited roach of the Fire, however, combined with stays that sit relatively far aft of the mast means there is only a small portion of the sail blading off.

Certainly it is possible to head dead downwind, and in sub-planing conditions this is always going to be the aim of the game, but I suspect sailing the angles in windier weather could well be quicker. Exactly where the crossover from one mode to the other lies will take time to get right and I'm tempted to suggest that a lighter sailor in a Fire will be making this transition earlier than a heavier sailor in a Blaze. But time will be the ultimate decision maker there.

CONCLUSION 8/10

★★★★★★★★★★

The Fire is a well thought out sail that can be used to extend the range of someone's Blaze, or open the class up to a broader market. It is, however, a different sail and hoisting one is not akin to simply heading out with a Blaze that has slightly less power. It can, and should, be viewed as a class in its own right with its own personality and a different style and set-up rewarded accordingly. The build of the sail is second to none, coming from the sailmaking powerhouse that is Norths, and probably represents one of the better, reduced-size rigs I have come across – particularly impressive as the boat was designed with just one sail in mind. □

1. **The difference in sail profile between the Blaze and the Fire**
2. **Dump the outhaul on a reach and there is still plenty of power**
3. **Rig set-up will want to be tweaked for the Fire**
4. **Controls within easy reach of the wing make adjustment simple**
5. **The Fire sail has been designed to sit on the same spars as the Blaze**

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NEXT MONTH
J/11S on test

On sale
13 November

ANSWER BACK

Mike Lyons, Cirrus Raceboats

The Blaze class is relatively youthful overall, judging by major meetings in what is generally an aging dinghy market. But the Fire is attracting the demographic we hoped, with younger and older, lighter and female groups emerging. The Fire can push or maintain the comfortable upper wind limit for helms even higher than for the Blaze, recognised as a very capable high wind racer. Sheet loads are low and the smaller rig is developing its own following. It rewards finesse and is perhaps more tactical in practice than the 'standard' or Halo [larger] rig.
cirrusrace.com



BOAT NEWS

UPDATED LASER'S NEW SAIL

Having gone through few major modifications since the design made its debut in the 1970s, a new sail for the Standard Laser has been launched.

The new sail features a heavier material, radial cut panels, a larger window, new battens and Velcro batten pocket-ends as well as improved shape in the luff sleeve. The sail will be available from November 2015 but, alongside agreements with ISAF, will not be used for the 2016 Olympics, nor for other top-line events for the remainder of the 2015 and 2016 seasons.

With the Laser Standard sail long receiving criticism, (that it deforms easily, remains competitive for a short time and develops an odd shape in the luff tube where the two-piece mast joins together), the new sail has been introduced with the aim of combating a number of these issues.

Despite being known as the strictest of strict one-designs, the Laser has not remained entirely unchanged since its launch. Perhaps the biggest change was the addition of the XD pack in the early 2000s, allowing for improved cleats and increased purchase on the kicker, cunningham and outhaul.

The original Laser was followed by the Laser Radial and then the 4.7 – after a previous smaller version failed to catch on – both of which featured smaller sails, but also (in both cases) took advantage of radial cut sail designs to provide greater longevity and shape-holding.

Length: 4.2m
Beam: 1.39m
Draught: 0.787m
Hull weight: 58.97kg
Mainsail area: 7.06sq m

FOR SALE KERONIMO

When the class was first launched back in 2010, the Ker 40 was sold under the guise of being 'almost custom-build quick at production boat prices'. The design certainly proved itself to be competitive, with Keronimo leading GBR Red to victory in the 2011 Commodores' Cup.

The comparatively low price tag when new seems to have filtered into the second-hand market. Although it may seem a lot of money, Keronimo is a top-end 40ft grand prix racer primed to take on, and win, any race.

Keronimo comes ready to race with all the kit and spares you would expect from a top-end team. She can be set up for either round the cans racing or in offshore mode, perfect for both Cowes Week and the Fastnet.

LOA: 12.20m
Year: 2010
Beam: 4.15m
Draught: 2.6m
Displacement: 4,850kg
Hull material: GRP
Engine: 1 x Yanmar 30hp
Designer: Jason Ker
Builder: McConaghy
Location: South coast, UK
Price: £275,000 VAT paid



NEW W1DA

How many of us have been out on the water racing or cruising our boat, getting frustrated by logistics or niggles that are preventing you from getting full enjoyment from your day? It is with this in mind that a conglomeration of sailors has come together with backing from the Irish government to create the W1DA, the latest cruiser/racer concept to come to market. And the boat also comes with an impressive host of 'green' credentials.

Innovation is rife throughout with the concept being to create a boat that allows people more time on the water and less time adjusting. Buyers can select from a number of maintenance and delivery options; have your boat taken care of in the winter and delivered to two regattas during the year, say Cork Week and Dartmouth, to save the hassle of doing so yourself. A number of other ease-of-use options will also be available.

The second big sell comes in the boat's green adaptations. She has no diesel engine on board, nor any gas, with power being supplied by solar panels and some clever hydro-generator power. At present the team are giving a 10-hour motoring life before you are reliant solely on sail-power – enough to suit most coastal cruisers and racers.

Length: 9.5m
Beam: 2.89m
Draught (keel up): 0.4m
Displacement: 3,000kg
Mainsail: 33.4sq m
Genoa: 21.7sq m
Spinnaker: 63sq m

Submit your event reports to **club@YachtsandYachting.co.uk**

CLUBS & CLASSES

There have been some stunning championships for both big boats and dinghy classes, with often Champagne conditions and incredibly close results. **PAULA IRISH** reports

Gillard and Anderton edge Fireball Worlds

After barely putting a foot wrong to win the Fireball Nationals, Tom Gillard and Richard Anderton made it hard work to win the Fireball Worlds.

In wind and rain they sat out the first race of the Worlds at Pwllheli SC with a BFD. Then on a breezy day two, with a poor start and a trapeze wire breaking, the pair had to set about making the most of what they could, even to the point of passing their good trapeze line around the boat on each tack! By the finish, they had clawed their way up to 10th.

By the end of day three there was a breakaway group of four boats led by Christian Birrell and Sam Brearey, with every intention of fighting to the death to retain their crown, ahead of DJ Edwards/Vyv Townend; Gillard/Anderton; and James Peters/Fynn Sterritt.

Day four was a truly epic day in the bay and going into the final day, Birrell/Brearey still led though a second discard would come into play with race nine.



LEE WHITEHEAD

Then Gillard/Anderton had more difficulties – on the beach the jib halyard had jumped the sheave and was hopelessly snagged – it looked as if a cruel twist of fate would decide the championship. A spare sheave was found, with Gillard and Anderton then dashing to the start area.

In the penultimate race, the first four boats finished within 40 seconds: Peters, Gillard, Edwards and Birrell. For the last race, only a win would do for Birrell/Brearey and they needed Gillard to be fourth or worse.

In fact it was another bullet for Peters/Sterritt, with second being more than enough to see Gillard and Anderton crowned as the new world champions.

With three wins in the last four races, Peters tied with Birrell in the overall points, but took the runners up spot, with Edwards/Townend fourth.

Gillard and Anderton could have eased their way through the week, but with their BFD and uncharacteristic 10th were on the back foot until the final day. The now deposed reigning champions, Birrell and Brearey, were always there, and had the whole week been windy, it is hard to see anyone stopping 49er campaigners Peters and Sterritt and their relentless onslaught on the top position.

National 12 Burton Week Championship

Burton Week for the National 12s went down to the final race at Herne Bay SC. The 31-boat fleet had seven races over four days, including the Burton Cup, which saw Graham Camm and Zoe Ballantyne leading to the finish and completing the four laps of a triangle course, with each leg at least one mile long, in two hours and 50 minutes. Tom Stewart and Andrea Downham finished second with Jeremy and Luke Hartley third.

The Gul-sponsored championship week overall was won by Stewart/Downham. They took a final breezy race win, with John and Ollie Meadowcroft in second. Steve Sallis and Katy Meadowcroft looked solid in third but capsized on a gybe, destroying their hopes of taking third overall.

Luckily for Stewart/Downham, Jon Ibbotson and Charlotte Stewart sailed a steady run, crossing the line in third, just ahead of Camm/Ballantyne, giving Tom and Andrea victory by one point.

Camm/Ballantyne were second overall with Ibbotson/Stewart third.

Comets at Cardiff

Cardiff YC hosted the Comet Nationals with 31-strong entry including four previous Comet national champions and several strong performers bound to mount a challenge. Winds were Force 1 to 3 from various directions, and in the tricky and varied conditions it was important to be consistent, despite two discards being allowed. There were six different race winners in the seven races held, with the title decided in the final race.

Former champion Eddie Pope from Ogston SC took the overall win, counting 12 points, with Chipstead's Guy Wilkins second overall on countback from Up River's Michael Ettershank, both with 16 points.

Phantom Nationals

Will Gulliver took the Phantom Nationals title at Minnis Bay SC in north Kent after battling it out for the top spot with Charley Cumbley.

Going into the final race of the championship, sponsored by The Morton Partnership, P&B, Selden, Spinlock & A Glaze, there was everything to play for, although the odds were with Gulliver. The startline, as throughout the event, was another busy affair, with the tide pushing up to the line. Cumbley pushed Gulliver up, but was he over? The gun fired and Gulliver sped off while Cumbley prayed for the second gun but all that was heard was the sound of a kicker breaking; really bad luck for Charlie.

Northampton's Gulliver sailed on to his fourth bullet and victory counting six points ahead of Cumbley in second overall with 11 points, with Harry Briddon just a point behind in third.

Etchells Europeans

Jeremy Thorp, Stuart Childerley and Mark Andrews on Phan won the Etchells Europeans, hosted by the Royal London YC. The other title winners from the 18-boat fleet, which had light breezes to contend with all weekend, were Rob Goddard, Nigel Whitefield and Dom Mortimer sailing Stampede, who while finishing fifth overall had won the Etchells European Corinthian ISAF Category One Trophy.



ELAINE BURGIS

Hobie Cat Champs in Jersey

Calm conditions greeted crews for the Rubicon (Jersey) Channel Islands Hobie Cat Championships hosted by the Royal Channel Islands YC, preventing any racing, but bright and breezy conditions the next day then provided virtually perfect cat sailing.

The Hobie 16 'A' Fleet class had a battle between Gordon Burgis/Kenny Snell and youth team Tom Newman/Bart Wijsmuller; the veteran team took the day with good tactics and boat speed, three firsts giving them the coveted trophy for the 10th time since its inception in 1991. Third were Grant Neale and Karen Larose.

Hobie 16 'B' Fleet class had close racing at the top end between brothers Russell and Darren Boschat and Harry Smith/David Elgie, with the brothers finishing on top, and Marek Grzadziel and Mike Dudek third.

In the Hobie Tiger and Wildcat combined fleet, last year's winners Benn Garnham/Jamie Hamilton from Guernsey once again set the pace on their 18ft Hobie Tiger. Darren Stower/Graeme Monks racing Wildcat were a close second with Adrian Jesson/Paul Martin third.

In the Junior Dragoons, Ollie Voak/Megan Newstead took the win ahead of sisters Chloe and Elsa Swetenham, and Leo Marshall/Gemma Newman.


RICHARD JANULEWICZ

Eddie, Edwards and Greenhalgh claim SB20 crown

Skipper Andy Eddie, and his crew of Gareth Edwards and Rob Greenhalgh, claimed the SB20 national title after winning three of the six races at the Royal Southern YC in Hamble on Underground Toys.

The Stormforce Coaching UK National Championships had overcast and shifty winds on the first day, and a building sea breeze with sunshine on day two. The Indian summer sunshine also brought zephyr-light conditions which led to racing being cancelled for day three.

Andy Eddie and team laid down an impressive challenge from the outset in the 25-boat fleet, winning the first three races in a row.

In race four, Ed Russo's Black Magic took the win while Underground Toys slipped to eighth. Pieter Heyn's F5 Synthesis Team Gul then finished strongly to take the next two race wins, but Underground Toys posted two more solid results with a 3,2 to take the overall win from them by two points. Third overall went to Black Magic, while UK class chairman Adrian Peach on Uber followed up his Cowes Grand Slam win with a strong fourth place.


MARK WILTSHIRE

British Moth Nationals

Conditions ranged from rain-down-the-neck, no wind and miserable to sunny and feisty at the British Moth Nationals at Staunton Harold SC in Derbyshire; over 50 per cent of eligible class sailors turned up and for the first time over a quarter of the competitors were female.

Toby Cooper, mindful of the superstition that the boat that wins the practice race doesn't take the championship, did his best not to win, but was forced into first by the conditions.

Over the eight-race series for the 25-strong fleet, Lymington's Robbie Claridge took five bullets and the title, while Cooper finished second overall as the curse of the practice race struck again. Tim Davison was third and veteran's champion, while Abby Freeley was the ladies' champion.

18ft Skiff Nationals

In glamour conditions the 18ft Skiff class sailed off Sandbanks in Poole, hosted by the Watersports Academy and Parkstone YC, with Pica taking the national title.


NICKY MATHEW

Hansa UK Nationals

Hosted by Chesil Sailability at the Weymouth and Portland National Sailing Academy, the Halls Property Lawyers Hansa National UK Championships saw eight races over conditions ranging from an opening day strong breeze to a final day of lighter breeze.

The class winners were: Hansa Liberty, David Durston (Whitefriars Sailability); Hansa 303 Two-Person, Christophe Sloor/Ingrid Vandervelden (Flanders Sailability Belgium), and Tim Scarisbrick and Anya de Iongh, 2nd and 1st British (Chesil Sailability); Hansa 303 One-Person, Tanya Bourgeois (Flanders Sailability) and Katherine Hedley in 2nd and 1st British Boat (Tideway Sailability, London); Hansa 2.3, Lindsay Burns (Frensham Sailability).

Radial Youth Worlds

The Laser Radial Youth Worlds at Kingston, Canada, saw Australia's Conor Nicholas winning the men's division; GBR's Jack Cookson finished in seventh and Jamie Calder 10th.

70th Merlin Rocket Championship

Ben Saxton and George Yeoman took a clear win at the Selden 70th Merlin Rocket Championship, counting six results in the top five and one race win, in an impressive performance against a high quality entry.


ALEX CHESHIRE

Ben and Roz McGrane sailed a consistent series with six results in the top six for second overall, while rounding out the podium in third were Tim Fells and Oli Wells, who pulled their series back together after a mid-series falter.

The championship included a black tie dinner to celebrate the 70th anniversary, supported by Winder Boats and HD Sails and with legendary Spud Rowsell as the after dinner speaker, and after a week of heavy rain, Whitstable turned on the glamour for the final day with sunshine and breeze giving as close to Champagne conditions as the Swale Estuary can provide.

Cumbley wins OK Nationals

Charlie Cumbley took his first OK national championship title at Weymouth SC over a week of drama both on and off the water.

Cumbley dominated day one, revelling in the 15-18 knots, and seemed to be romping off again on day two until he picked up an OCS.

Then day three was the morning after the night before; a stupendous class dinner and social. Cumbley won both races with the battle for second hotting up; Lee Child and Jon Fish were tied on points with Richard Burton only four points adrift.

Day four, with slightly more perky sailors, saw Nick Craig, who had decided to join in for the day, working into the lead, with Cumbley taking his first defeat of the week.

Cumbley then had to finish race eight in the top 10; it didn't look good until taking the same shift as Andy Rushworth, Charlie catapulted his way into the top 10 for the overall win. Lee Child was second overall; Richard Burton overtook Jon Fish for third. Everyone got a bottle of Hook Norton Brewery's beer, and the top 15 chose prizes from North Sails and Pinnell & Bax.

B14 European title for Blue Badge

Teams at the Gul B14 Europeans at Rock SC in Cornwall battled across a range of conditions, from an epic first day of wind and waves likely to remain etched in the minds of those that flew round the course for years, to the extremely tactical game of chess on the last day.

Going into the final race all the podium positions were still to be decided; the strategy was to stay in the pressure, cover like crazy, head out of the boat and wing mirrors in full view.

Blue Badge (Mike Bees/Ferret) ultimately took the European title by four points from Seavolution (Barnsie/Chinscar Char), who beat Eeyore (Wattsy/Bish) by just one point, pushing them into third.

RS700 title hat-trick for Wales

First and second overall at the Volvo Noble Marine RS700 Nationals at Castle Cove SC were sown up on the penultimate day by overall winner Jerry Wales and runner up Neil Ashby. Richard Wadsworth secured third overall.

The championship, also supported by Harken and RS, saw four days of winds between 8 and 15 knots to give everybody, whether hobbit or hulk, a fair crack.

Race victories were recorded by one of the lightest (Huw Reynolds weighing in at 70 plus kilos) and by one of the heaviest (class chair Richard Wadsworth at a 100 plus kilos). Race wins were also recorded by Simon Letten (luck) and the legend that is Ian Swann.

The remaining races were won by veteran Jerry Wales, finishing with a net 10 points to record his third nationals win.

Hurricane 5.9 Nationals

The Hurricane 5.9 Nationals at Thorpe Bay witnessed a family battle for supremacy between Jack Tindale and Hugo Bull, and the father-and-son team of Geoff and Dan Tindale.



In a competitive field of 24 boats there was all to play for on the fourth and final day, as the double discards kicked in and the breeze was up. Could the final race see the old man show the boy the way home?

Both team Tindales were straight out of the blocks slogging it out. Jack's crew hooked in on the back toe loop and they just sent it downwind to pull away from Geoff, taking the championship title for the first time. Geoff held on to second and second overall ahead of Lloyd Turner and Harry Lucas.



PAUL WYETH/RYA

British ISAF Youth Worlds Team

The RYA ISAF Youth Worlds Selection Event had three days of great race action at Hayling Island SC, with 12 sailors selected to represent GBR in Malaysia at the end of the year.

In the girls' 29er class the top four boats were within just a couple of points of each other as the final race began, with Courtney Bilbrough and Harriet Ward (HISC) winning the race and the event ahead of Hattie Rogers and Emma Loveridge (Royal Lymington) to secure ISAF Youth Worlds selection.

The boys' 29er class also came down to the wire, with George Tardrew (HISC) and Freddie Simes (Bewl Valley) taking the final advantage to likewise join the British Youth Sailing Team in Malaysia.

Max Clapp and Ross Banham (Royal Southern) won the boys' 420 with a race to spare securing their place in the team, while Jenny Cropley (Royal Lymington) and Emma Baker (Weir Wood) won the girls' 420 spot.

The Laser Radial team places went to Daniel Whiteley (Pwllheli), and Hanna Brant (Oxford SC), while Christchurch windsurfers Daniel and sister Emma Wilson were selected for the boys' and girls' windsurfing classes.

Norfolk Punt Champs

It proved to be a breezy and action-packed weekend for the 17 Norfolk Punts who took to Barton Broad for their championships, with the fleet including the older and slower Traditional, Hard Chine and the newest and fastest Morrisons.

Strong gusts and erratic wind shifts on day two in particular resulted in a few casualties.

By the final race it was all to play for. Overall leader Woodpecker was caught by a huge gust at the start and couldn't avoid Avocet who, holed in her buoyancy tank, capsized. With Avocet sinking and Woodpecker limping home, the path should have been clear for Whooper to take the trophy from Woodpecker if she won the race. But a capsize put paid to this opportunity.

Father-and-son team Matthew and Freddie Scott in Hard Chine Woodpecker were first overall, claiming the Punt Championship trophy ahead of Simon Clayton and Jack Drew-Leventon in their borrowed Morrison, Whooper, with Drew and Elske Wilton in Merlin (Morrison) third overall.



ROBIN MYERSCOUGH

Melges 24 Nationals

The resurrected One Sails Melges 24 National Championship was held at Suffolk Yacht Harbour and Haven Ports YC, where an emerging local fleet is gaining a strong foothold. The home fleet were joined by two visiting teams, one coming from the Netherlands.

Miles Quinton's Gill Race Team helmed by Rob Larke, showed the rest of the fleet how to sail in a breeze and took the overall win without needing to sail the 10th and final race, having scored seven race wins and two second places. Second overall was Gelikt (Carlos Vroon) with 20 points, two points ahead of S&M (Stephen Videlo).

Aldeburgh Lapwings

The Lapwing Championship at Aldeburgh YC had 14 boats completing four races in near perfect conditions, with Bruce Robson in Hummingbird winning overall with three bullets.

The teenage crew of Bethan Matthews and Lily Lewington won the final race in Quail. They narrowly beat Bethan's father Duncan sailing Skua with her brother Scotty as crew into third place. The Lapwing class is returning to life, with almost double the number of boats at this year's championship compared to last and hopes next year for 20 on the start line.

Wades win Mirror Nationals

The Mirror Nationals were run alongside Abersoch Mirror Week, with 86 boats on the water, 43 in each fleet. After entering the final day with a slender lead, P&B legend Dave Wade and his daughter Imogen (Northampton SC) emerged as the national champions.

There was close competition between top parents and National Junior Squad sailors. Unfortunately Eleanor Keers' crew Izzy Pugh was injured on the last day, so she was unable to match her earlier results, the Itchenor pairing finishing third overall, allowing Angus Hemmings and his daughter Florence (Stokes Bay) to nip in to take second overall.

20th Flying Fifteen Worlds

The Flying Fifteen Worlds were won for the third time in a row by the team of Graham Vials and Chris Turner from Royal Lymington YC, with four firsts, a second and a sixth (with one discard) beating the nearest contenders Jeremy Davy and Martin Huett from Draycote Water SC by eight points.

The event at Centre Nautique de Crozon Morgat in Brittany, France, attracted 72 entries with teams representing Australia, Belgium, Great Britain, Hong Kong, Ireland and France. The seas off Morgat, whilst being sheltered from the main effects of the bay opening on to the Atlantic Ocean, had a tricky combination of swell and wave which gave excellent surfing conditions on days when the breeze was strong.

The prize giving in the town's main square included a special moment when Greg Wells, as outgoing Flying Fifteen International commodore, having served two four-year terms, was presented with the class's Uffa Fox medal for exceptional service by his successor Peter Rooke from Perth.

Dart 18 Nationals

The Dart 18 Nationals at Felixstowe Ferry SC began with sunshine, a light Force 2-3 southeasterly, and a short choppy sea; this would prove to be the prevailing conditions for the event, and quite difficult to sail in, especially for the heavier teams.

Race one likewise set the pattern for the 37-boat fleet, with Dave and Louise Roberts (Stokes Bay SC) winning from David Lloyd and Amy Knott (SBSC), and Paul Wakelin (Mumbles YC but brought up as a Felixstowe sailor) sailing singlehanded in third.

As these three continued to lead the fleet, by the penultimate day the podium was settled but not the order. Then on the concluding day four, the weather finally changed, with too much breeze and a breaking swell over the bar seeing racing abandoned for the day.

Dave and Louise Roberts had taken yet another national title, with Paul Wakelin second overall after a long absence from the fleet, and David Lloyd and Amy Knott taking another podium finish.

Comet Trio Nationals

The Comet Trio Nationals, sponsored by Noble Marine and held at Exe SC, attracted 22 entries.

A rough sea with a southerly 15-17 knots for two races saw a win each for the Horlock brothers, then a near calm the next day saw the only race held won by Martin Luce.

On a light airs final day both races were won by past champions Andrew and Caroline McAusland for second overall, with Alex Horlock and Josh Geare/Alex Collins taking the title. Third overall was brother Iain Horlock with Charlotte Jones.

707 Nationals at Burnham

The 707 Nationals were hosted by the Royal Corinthian YC at Burnham-on-Crouch over four days; going into the last two races, bar a disaster, Sea Word was set to win the championship, with four wins in the bag.

Racehorse in second with two wins could technically beat them but this wasn't to be as Sea Word (RN&CYC) took another two wins for the title.

This gave Dara O'Malley the championship as the owner of Sea Word, but helmed by Andrew Marshall, who should have been sailing his own boat Code Z, which couldn't make it down to Burnham for technical reasons.

Sea Word had really got into its stride by the second half of the event, achieving a remarkable five wins in the last six races.

Beaver Hunter (RCYC), helmed by Paul Gray, was consistent with no wins but no result worse than seventh, earning second overall, with Racehorse, Richard Bavin (RCYC) third.

An initiative has been started to encourage more boats to travel by forming 'hubs' around the country to host key events and provide a boat rental infrastructure.

Spitfire Nationals

The Spitfire Nationals at Stokes Bay SC, sponsored by Zhik and Wordstop, opened with a building breeze, with tricky starts and downwind blasts over four close races, while on day two a sea breeze filled in for a fifth and what turned out to be final race as the wind became light and variable in a ripping tide.

Counting a third win in the final race to add to a second, Parkstone's Jack Butters (15) and Sam James (17) were crowned the youngest-ever Spitfire national champions.

Agonisingly only one point behind in second overall were the top mixed team of Alex Philpot (17) and Jess D'Arcy (17). Third went to William Smith (14) sailing with James King (17), together for the first time, on count back from Olly and Ben Harris in fourth.

Contessa 26 Nationals at Cowes

The IRC fleet at the Contessa 26 Nationals, hosted by Island SC in Cowes, was won by High Potential (Sarah Bole), followed by Genesse (Euan Kerr and Tom Olden), who have been improving their performance all year, with Meow (Chris Charlesworth) third.

The Class Handicap fleet was won by Thousand Knights (Richard Pickance) joined for this event by Mike Harrison and some of the Jiminy Cricket crew, while in the White Sails Division it was Curvaceous (Deborah Bell and Mark Arnold) counting three bullets.



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Half Ton Classics Cup

After five days, 10 close races and multiple parties, the 1985 Humphreys MG HS30 Checkmate XV, helmed by Ireland's David Cullen and crewed by Mark Pettitt, John Murphy, James Hynes, Andy George, Aidan Beggan and Gary Cullen, was declared the Half Ton Classics Cup Champion at Nieuwpoort, Belgium, with a race to spare.

The Corinthian Half Ton Classics Cup Trophy was awarded to local boat Skippy's Ton helmed by Nicolas Lejeune.



STEVE GREENWOOD

RS Tera Nationals

Eighty-eight competitors arrived at Weymouth Portland National Sailing Academy for the Magic Marine/Osper RS Tera National Championships, along with 21 who joined the regatta fleet for four days of coaching and racing.

Light winds on day one continued into the next day with medium to light winds on day three, the fleet completing a 10-race series.

In the Pro fleet, first overall and national champion for the second year was Draycote Water SC's Jack Lewis. Second overall and first girl was Oxford SC's Charlotte Ormerod and, all the way from the Isle of Man, Ben Batchelor came third.

Tom Storey from Ripon/Yorkshire Dales was crowned the new RS Tera Sport champion with Hayling's Hamish Morley in second and Oliver Kent, also Ripon/Yorkshire Dales, third.

Close finish for Kestrels

The Kestrel Nationals had an incredibly close finish, with the top four boats tied on equal points after seven races, and the eventual positions decided on count back.

With predominantly light winds for the 18-boat entry over the four-day championship, sponsored by Hartley Boats and Craftinsure, the eventual winners were class builders Mark and Richard Hartley from Blithfield SC, while runners up for the second year in a row were Royal Tay YC's Paul Barnett and Robin Lamb. Last year's champions Stewart and Mhairi Murdoch were forced to settle for third while Malcolm and Dannielle Worsley, both these teams also from Royal Tay YC, were fourth despite having the same score as the winners!

"The event was quite remarkable for the closeness of the racing," says nationals report author Stewart Murdoch. "Not only were the final positions close but every race was remarkable for the closeness of the finishes, with boats crossing the line overlapped and places being won and lost in the 30 metre hitch to the line after races lasting over an hour."

J/70 UK Nationals

A record 30 boats were on the startline for the first day of the J/70 National Championship at the Royal Southern YC, and the competitive racing saw over half of the fleet scoring podium finishes during the event.

After eight races Ian Atkins' Boats.com, with Ruairidh Scott on the helm, was the overall winner. Gill Race Team, helmed by Royal Southern YC Academy sailor Will Goldsmith, was runner up and the top Under 30 crew, as well as the top mixed crew; the crew included 470 duo Amy Seabright and Anna Carpenter and Fireball sailor Matthew Rainback. It was a notable achievement by the young team, all under 25, who had been lent the boat by owner Ian Wilson. Goldsmith said: "We hope we have done him proud and he is as pleasantly surprised as we are."

The winner of the Over 50 Prize was Chris Howarth and his team racing Django, who had travelled down from Lake Windermere. Russell Peters, racing for the Royal Thames YC, was the best Corinthian Boat and third overall.



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RS800s down to the wire

After three days and nine closely fought races at the Volvo Noble Marine RS800 National Championship at Castle Cove SC, the fleet remained tight throughout with just one race to go and the fight was still on for the podium places.

Tim Saxton and Fiona Hampshire simply needed to prevent second-placed Matt Humphreys and Amy Cartwright from winning the race, while reigning champions Roger Phillips and Will Crocker entered the day in third place, still hunting for second. Their best chance also appeared to be slowing Matt and Amy, so it looked like it was going to be a tough day for them as the fleet launched into a 12-15 knot westerly in Portland Harbour.

Matt and Amy, using their impressive boat speed, managed to wriggle free of both Saxton/Hampshire and Phillips/Crocker to recover to seventh by the finish, but with the race win out of reach, Saxton/Hampshire claimed the championship, finishing on 20 points.

Humphreys/Cartwright squeaked the silver medal, ending on 25 points, with Phillips/Crocker a mere 0.9 points behind after an earlier redress claim. Hugh Shone/Hannah Tattersall ended fourth, missing out on the podium by a wafer-thin 0.1 points.



NICKY WHATLEY

Inaugural Topper Topaz Uno Nationals

The inaugural Topper Topaz Uno Nationals at Whitstable YC saw four races sailed alongside the Whitstable Town Regatta, in light wind conditions that suited the boats well.

Over 20 boats took part, in a mixture of Plus (white sail) and Race rigs, with the event sponsored by Topper, Ronstan and Musto Clothing.

At the front of the fleet, there was a consistent battle between 13-year old Max Sellar and Whitstable YC vice commodore Andrew Jackson. In the end, Max won the event with a very decisive three first places and a second, with Andrew second overall. In another close battle, Abby Zambinski beat Ali Nicholson to third place by one point.

Zhik Cadet Nationals at Torbay YC sees last race decider

The 65th Cadet Nationals at the Royal Torbay YC went down to the wire with a last race decider.



Having opened with Champagne conditions, lighter airs and some tricky northerlies followed, and going into the finale of the 10-race series, just one point separated the two leading boats.

As the course moved further out into the bay to alleviate the shifty conditions under the hills, Jamie Harris and Archie Penn prepared for the final showdown.

Through the second half of the race Jamie and Bettine Harris matched every twist and turn that Archie Penn/Hazel Whittle tried, a 30 second lead at the finish being enough to secure the title for Harris/Harris with Penn/Whittle second overall.

Ellie Wootton and Kate White closed in on the leaders on the final beat to secure fourth overall and first girl, whilst Tom Collyer and Cara Bland secured third overall.

Ian Southworth and crew crowned J/24 World Champions

Ian Southworth and his crew sailed home an amazing start-to-finish win in the final race of the J/24 Worlds in Boltenhagen, Germany.

US sailor Mike Ingham, who was very close, finally had to let the prestigious trophy go to Southworth and his crew from the Solent on Il Riccio, comprising upwind/downwind trimmer Andrew McLelland, bow woman Julia Scott, pit man Chris McLaughlin and tactician David Howlett.

Racing was started with a black flag and Southworth, who had already suffered a black flag disqualification previously, opted for a conservative start, as he couldn't afford to let opponent Mike Ingham get away, or even worse, let himself get pushed over the line.

Mike Ingham from Rochester, USA, sailing with 2014 J/24 world champion Will Welles as a tactician, couldn't cover Southworth in the last race and finished in eighth position. With 26 points of difference, he and his crew finished as runners up.

420 National Championship

The 420 Nationals at Restronguet SC in Cornwall saw Max Clapp and Ross Banham taking a commanding lead over the chasing pack until a second black flag in the series, on the final day, left them vulnerable.

Sensing opportunity for snatching victory, Neil Marsden set about match racing Clapp/Banham out of the next start, but Clapp/Banham managed to escape. A convincing final race win gave them the overall trophy and U17 title. Marsden/Nick Devereux took second overall.

Jenny Cropley and Emma Baker were fifth overall and first female team. The mixed pairs prize went to Tim Riley and Mari Davies in sixth.

Vortex Nationals at Stokes Bay

The Vortex Nationals at Stokes Bay SC saw four races in difficult light and variable conditions, with Jonathan Carter from Rickmansworth SC counting two wins and a second to take his first national title, and with it the Vortex trophy to south of the Watford gap for the first time in 15 years.

Rooster 4000 Nationals

The Rooster 4000s headed to Mumbles YC in Wales for their Nationals, where a variety of conditions culminated in the strongest winds on the final day four.

Stokes Bay sailors Steve and Sarah Cockerill maintained their winning streak throughout the 10-race series to take the title, closely followed by Rutland's Tim and Harry Litt in second, with Italian visitors Anna Ferrari and Andrea Cavaglieri in third.

Cherub Nationals

The Cherub Nationals started with light airs and concluded with a breezy day and breakages, with a range of conditions in between to test the 17-boat fleet at Mumbles YC.

Reigning national champions Clive and Alex Everest in the now-foiling A&E demonstrated on day three, with the breeze building for twin wiring conditions, that once foiling, A&E was seriously quick. But ultimately the prize for persistent underperformance, the Didgeridon't, was awarded to A&E for the foils that didn't turn out to be a world beater across the wind range this time round.

It was the consistency of team Usagi over the 10-race series which saw Andrew and Jill Peters, fast in the light, claiming the title.

Redwing Championship

The National Redwing Championship at Looe SC provided a memorable week of varied conditions for the 23-boat fleet. Local boats took the podium spots with Matt Jaycock and Francis Marshall first, ahead of Paul Dunn and Gareth Shaw/Chris Jackman.

2.4mR Inlands at Rutland

The 2.4mR Inlands at Rutland saw 21 boats and a varied entry from 13 to 77-year old sailors, from disabled to able-bodied and petite to plus grand, with different winners emerging each day.

Rutland's Iain Stowe took first overall ahead of Frensham's Bruce Hill, with West Kirby's Martin Wittingham Jones third. Fourth and first disabled was Frensham's John Brooker.

Wood keeps IC title

Robin Wood retained his International Canoe national title at Stone SC counting a string of podium finishes including five race wins.

The championship concluded with the wind from the north shore, creating massive fluctuations in both strength and direction, from end of the seat planing, to standing in the boat drifting, all within a few metres of each other.

Consistency, mixed with a large dose of good fortune, were the ingredients of the day. Noteable highlights of the day were Al Warren leading by 500m, and then sitting in the hole of all holes as the fleet caught up and sailed past; and Liam Gardner showing the fleet how it should be done and leading around the windward mark in a boat built in 1971.

Al Warren took second overall, with Gareth Caldwell third. Phil Allen won the AC class ahead of Dave Timpson and Steve Bowen.

Hornet Nationals

The Hornet Nationals at Brixham had a 10-race series over four days with the 22-boat fleet won by Rob Larke and Nic Barnes (TBYC) ahead of Starcross sailors Dick Garry/Matt McGrath in second and Nigel Skudder/Keith Hills in third.

Leader Nationals

Going into the fifth and last race at the Leader Nationals at Reading SC only three points separated the top three, with Milton Keyne's Chris and Jane Wharmby ultimately taking the title ahead of locals Newton Anthony/Bob Lovell and Ben Rickards/Ben Goulding-Rickards from Hickling Broad.

FORTHCOMING EVENTS

- **7-8 November**
 Wayfarer Finale, Bough Beech SC
 RS300 End of Seasons, Datchet Water SC
- **14-15 November**
 Ovington Classes, Inland Championships, Grafham Water SC
- **25-29 November**
 RC44, Virgin Gorda Cup, British Virgin Islands
- **28-29 November**
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International Moth? Build your own!

International Moths are not renowned for their affordability, and so Grafham Water Centre chief instructor James Sainsbury decided to design and build his own.

It was the start of a 10-month project that took over his spare room, living room and kitchen before finally resulting in the completion of his first ever boat build, LunarSea.

James says he's always liked a challenge and loved sailing his old Moth but it was getting a bit outdated: "Knowing I could never afford to buy a new one, I went about building one.



I had an idea in my head for building my boat and I knew the features I wanted in the hull, so set about measuring other designs that are out there – the Exocet, Rocket and my Ninja – drew their shapes down on top of each other and then mine over the top, adding where I wanted more volume or less."

Paper templates were made up to make a skeleton for a plug, and once the plug was made a female mould was taken from it to create the hull, as well as nose cone, transom, deck, wing sockets and bulkheads.

"All this was done in my small spare room, which is just big enough to have the hull in, and when more space was needed the living room was utilised," says James. "Another useful tool in the house was the oven to post-cure lots of the smaller carbon parts!"

After many long days and late nights James's Moth was finally ready; on the day of the launch, James hit the water not knowing how well LunarSea would work: "I jumped on, sheeted in and to my surprise within 200 yards of the beach we were up and fully foiling and cruising at 16 knots pushing to 23."

This first sail didn't last too long after a set of modified tramps ripped – but two weeks later James was back. After the Inlands at Grafham Water SC – scoring some good results, including 4th, 5th and 6th and a top speed of 29.7 knots - James made some more alterations to LunarSea.

His dedication to the cause has impressed



PHOTOS: JAMES SAINSBURY/ALI BUTLER-BAINES

his colleagues. James heads up a team of almost 30 instructing staff at Grafham Water Centre, where business development officer Ali Butler-Baines says: "His passion for sailing certainly shows through when he's teaching others and he's a great ambassador for the sport."

LunarSea – sponsored by Jonti Sailboards, Kingfisher Ropes, Sicomin Epoxy Systems and Lambert Prototyping – had her first foil on tidal waters at Stokes Bay for the Nationals, with no bits broken. He now has his sights set on warmer waters – LunarSea will make her debut at this year's invitational Moth Championships in Bermuda during December.

NOMINATE!

If you know of an inspirational sailor, club, association or event, nominate them for this page by visiting **yachtsandyachting.co.uk/gold-star-award**

GIRL POWER!

Eleanor Poole won the Topper National Championships, and in so doing made history as the first female national champion in the 30-year history of the Ian Proctor Trophy, so named after the designer of the Topper dinghy in 1976.

The 14-year old from Starcross YC notched her impressive achievement after competing in a 190-boat fleet at Weymouth and Portland National Sailing Academy.

Eleanor was lying fourth after the first three days of qualifying and then demonstrated considerable skill to take the lead over the following three days of racing, with the final day requiring a calm and tactical head to secure the victory.

"We are all very proud of Ellie's fantastic achievement," says Starcross YC commodore Paul Kelley. The headteacher at Teign School where she is a pupil, Mark Woodlock, has also commended Eleanor for her hard work and dedication.

The racing took place over varied but generally windy conditions, and Eleanor believes her fitness was a key factor in her success, as was confidence. "I was quite a quiet sailor to begin with but confidence definitely is something that grew, you just have to believe it's there," she says. "And fitness is a really big one. Boys are just generally a bit bigger and stronger, so if you have better fitness than them, then you can match them."



PETER NEWTON

Eleanor plays netball for her region and is a regular at the gym. She learnt to sail in an Optimist and then to race a Topper more seriously. After two years in the RYA South West squad with coach Duncan West, Eleanor moved into the Topper national squad, led by head coach Natalie Lloyd.

Along with campaigning on the UK Topper circuit, this summer also saw Eleanor finish 7th overall and 3rd female at the Topper Worlds on Lake Garda in Italy.

Eleanor is now moving into a Laser 4.7 and is also sailing an RS200 after being invited to take part in the prestigious 'champion of champions' Endeavour Trophy.

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RS700 786 Very good condition for age. 2 sets sails (1 set almost new main and spinnaker). 2 sets of foils (1 set almost new with foil bags). Very well looked after boat. 3 tiller extensions (1 carbon). Under and over covers and combi trailer. £3000 Tel 07990 934665 / (MANCHESTER)



470 SAILING DINGHY K586
Well looked after 470 in good condition. Everything is complete, in working order and is ready to sail, one set of sails in very good condition. Gunwale hung launching trolley and boat cover which is in excellent condition. Road trailer is in great condition with new wheels. £1500 Tel 07957 091695 (BOURNEMOUTH)

RS FEVA XL 2149 - IDEAL FIRST BOAT Hull very good condition for age - only minor scuff marks Full suit of sails - main, jib and spinnaker in good competitive condition Foils very good - no knocks at all. Good trolley / top cover. Without trailer. TRADE. £1975 Tel 07813 899043 / (LYDNEY)

STREAKER1822 STREAKER 1822 NEW April 2014 PROFSIONALLY BUILT BY RON BEASLY AND SPRAYED IN 2 PACK AT BOAT BITS GREAT RACE HISTORY AND READY TO GO WITH TROLLEY AND COVER (trailer available). £3500 Tel 01484 423288 / (HUDDERSFIELD)

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OVINGTON B14 - GBR774 - DORIS Prepped by P&B. 3 suits of sails. Fully refurbished ally wings, trailer/trolley, 2013 top and undercover, includes a Selden non legal carbon prototype boom (plus standard rule compliant boom), CST carbon mast and new kite cockpit bag for 2015, so...loads of kit!. £6000 Tel 07533 005194 / (SOUTHAMPTON)

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MUSTO SKIFF 502 August 2013. Ready to race, complete with launch trolley, top cover, bottom cover and foil bag. TRADE. £8250 Tel 0191 2576011 / (TYNEMOUTH)

LASER EPS 184 Very good condition: Recently refurbished hull. New mast top section. 2 x sails (big rig). 2 x rudder blades. 2 x dagger boards (one unused). Mast-up cover (needs attention). Under cover. Combi-trailer. £1200 Tel 01242 570377 / (CIRENCESTER)

MIRROR RACE 70682 GRP build by Trident UK 2011, excellent condition, never raced. Transom main sheet, two piece Bermudan rig (dismantled mast fits entirely within boat). Centerboard, rudder, 1 set sails. Flyaway Pole & Spinnaker (never used). Launching trolley, boat cover. One owner. £3400 Tel 07917 503 959 / (SEVENOAKS)

RS100 Excellent condition comes with 8.4/7.4 sails rudder and mast bags,top/bottom covers and road &launch trolley. £5500 Tel 07817 377637 / (DATCHET)

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NATIONAL 12 - WINGED FEELING FOOLISH - 3512 Very quick Feeling foolish with Winged Rudder fitted by P&B (Same as dead cat set-up) Very light & stiff Ovington built Carbon Hull Fully adjustable Carbon rig 2 suits of sails plus 3rd newer jib Under and over breathable covers Fine & coarse shroud adjustment Padded mast & rudder bags Combi trailer Compass. £4250 Tel 07809 045981 / (LINCOLN)

TOPPER 47685 Oakley XL Sprint. New March 2015. Only lightly sailed. Top class fit out. Optimised. Ready to race. 2 sails, compass, lots of spares. Happy to negotiate if you only need to upgrade hull. May be able to deliver. Call for more details. £2800 Tel 07960 384235 / 02920702847 (CARDIFF)

DEVOTI D-ZERO Light grey, top and bottom covers, padded foils bag, mylar boom sleeve, galvanised trolley, etc. Pristine condition, garaged, absolutely unused. Would consider a Solo in part exchange. £6500 Tel 07930 578686 / (WITNEY)

SOLO 3011 Seamark Nunn / Markraft. White GRP hull with wooden deck. Recently revarnished, dry since 2013. 3 sails: 1 Kevlar Sobstad + 2 spares. Proctor mast. Launching trolley. Under and over covers. Good condition for age. £1300 Tel 07879 434246 / (EMSWORTH)

DINGHIES & SKIFFS

WAYFARER NO 10230 Built 2001, New mast, complete with cover,trailer and launching trolley. Contact Ashley, any time. £4300 Tel 01775 820386 / 07796 391681 (SPALDING)

WAYFARER 3195 GRP construction by Westerly. Proctor,2 suits + spi, cover, trailer. £750 Tel 07903 258 331 / (CATERHAM)

RS700 NUMBER 982 1 owner since new. All paperwork. Immaculately kept boat. No dings, Dry Hull. Lake sailed, no corrosion issues. Mast Varnished. Ropes and blocks excellent. New Breathable Top Cover, Undercover. Trolley + Trailer. 1xMain, 1xSpinnaker and 1xSpinnaker new. Carbon tiller extension. Continuous Kicker. Fast boat. Midlands area. Can deliver. £5500 Tel 07887 511532 / (ASHBOURNE)

29ER - 834 WITH LOTS OF NEW SAILS AND EQUIPMENT Replaced rigging 2014, 4 Jibs: 2x Training, 1x Race, 1x New 3 Spinnakers: 1x Training, 1x Race (used twice), 1x New 2 Mains: 1x Training, 1x Race Mast, spinnaker pole and Carbon Tiller Foils with Bags: Additional: New Spinnaker Pole and VangTube Top and Bottom covers, Launching Trolley, Road Trailer. £3850 Tel 07717 733905 / 01394 386940 (IPSWICH)

WAYFARER PORTER MK II NO 10396 2004 GRP hull with a few non-standard features for Sailability use. Sailed entirely inland, in very good condition having been lightly used and with cover and launching trolley. It is well equipped for cruising or training and could readily be upgraded for racing. Delivery possible. £2500 Tel 01252 628343 / 07740 930310 (FARNHAM)

18FT SKIFF 2001 Murray hull. Fully sorted, ready to race. CST carbon racks, pole, boom, tiller extensions. Matched Rigs #1 CST high modulus mast suited to Fat-Head mainsails. #2 CST carbon. New Sails 2012. Refurbished box trailer 2014. New Cover 2014. English Braids Sponsorship available. £13250 Tel 07738 618612 / 07740 499640 (DERBY)

WAYFARER 10550 Hartley built, as new, sailed only during summer holidays, always garaged, Colour: sun yellow to waterline, cruising spec, furling jib, mainsail reefing, rear storage box, outboard engine pad, road trailer, launching trolley, jockey wheel, winch. Sails: main, genoa, spinnaker all in excellent condition. £5750 Tel 07894 337448 / 07720 606375 (NORTHWOOD)

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RS100 253 8.4 rig with mast extention for 10.2, trolley but no road trailer, under and over covers. Good condition. Happy to deliver locally following successful viewing. £3500 Tel 07796 687094 / (LANCING)

MUSTO SKIFF 164 2004 boat in good condition, no collision damage or repairs. Carbon tiller, 2 sets sails, newer set are good. Good foils in foil bag. Cover, undercover, combi trailer/trolley. £4000 Tel 01872 262782 / 07843 731010 (TRURO)

ENTERPRISE 22409 Good racing condition. Metal spars, speed sails. combi trailer, top cover. revarnished decks 2 years ago. [Price OVNO]. £1200 Tel 07836 336201 / (KENT)

LASER PICO 2004 - Only used for annual weeks holiday in Cornwall and in very good condition apart from some scratches to bottom of hull from pulling up on a beach - Garage stored with Admiral Road trailer and launching trolley. Boat cover. Blue mainsail and Jib. £995 Tel 07836 208257 / (NORTHAMPTON)

RS AERO 7 1150 As new, purchased/registered mid November 2014, C/W Aluminium Trolley, Top Cover, Trailing under cover. New (100 miles) Road Trailer £600 extra if required. £5400 Tel 01273 230652 / (HOVE)

FEVA XL 3664 - IDEAL BOAT TO START RACING Ice blue hull built 2009 race ready. Brand new main still in plastic bag; jib and spinnaker good for Feva open meetings. 6:1 racing kicker; 4:1 racing downhaul with plastic handle 6:1 racing outhaul Top cover, launching trolley, padded foil bags TRADE. £2975 Tel 07813 899043 / 01594 517111 (EMSWORTH)

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RS800 SAIL NUMBER 1005 - IDEAL 1ST TWIN WIRE SKIFF Hull - good for its age and structurally sound. Foils / spars - good condition. Good road trailer / trolley. Brand new top cover. Good competitive suit of sails Part exchange possible. Delivery - Europe possible - quote on application. TRADE. £3500 Tel 07813 899043 / 07762 559329 (EMSWORTH)

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MIRROR 14 (MARAUDER) 14 foot racing dinghy with spinnaker & trapeze. With launching trolley and boom-up cover. £200 Tel 07913 604 574 / (STAINES)

FIREBALL 13151 Wooden. Epoxy coated and sprayed light blue hull, Proctor spars, Musto sails, cover, trailer. Last of six built by London Cabinet Maker, Unique one piece foredeck, West Epoxy System construction. Last sailed 1992, dry stored until 2012,very stiff minimum weight. Phone for more details and photos. Offers. £485 Tel 01843 864435 / (BROADSTAIRS)

ICON 06 As seen at 2015 Dinghy Show! Devoti Carbon mast (black - not as shown in the photograph), carbon boom, carbon "fly away" jib pole and carbon tiller and extension. Combi Launching trolley and road base. Hydralite Polyester top cover and nylon under-cover. Price as shown, o.n.o. £4950 Tel 0784 626 2907 / 01308 868882 (BRIDPORT)

18FT SKIFF M18 stiff hull. Pin head carbon #1 rig, square top carbon #2 rig. Carbon bowsprit. Ali boom, Ali racks. Spare sails. New #1 spinnaker. Would p/x or split and sell rigs or sails individually if needed. £4750 Tel 07415 334 758 / (RUTLAND)

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ENTERPRISE 22108, WOODEN, MIN WEIGHT PRICE REDUCED Wooden hull. North Sails. Garage stored so minimum weight inc correctors. New flat polycot over cover, under cover + boom up cover. Combi trailer, loads or extras. Photos available. ONO. £1200 Tel 07780 687067 / (STIRLING)

MERLIN ROCKET NSM II 3305 'MODESTY BLAISE' 1983 Wooden hull in excellent condition. Sailed 3 times in 2012. Barn stored 3 years since professionally revarnished, Brett Dingwall fitted new centreboard case. Never exposed to frost. Gunwales perfect. Stem undamaged. Under/over covers. Good condition trailer has mast supports. New bearings 2012. Launching trolley tired but works well. £1290 Tel 07971 240379 / 01548 561312 (SALCOMBE)

MIRROR DINGHY Mirror dinghy No.64859 for sail. Never sailed. Stored in garage since built. All parts still in original package, Stainless Steel rigging. £950.00. £900 Tel 07798 828733 / (DARLINGTON)

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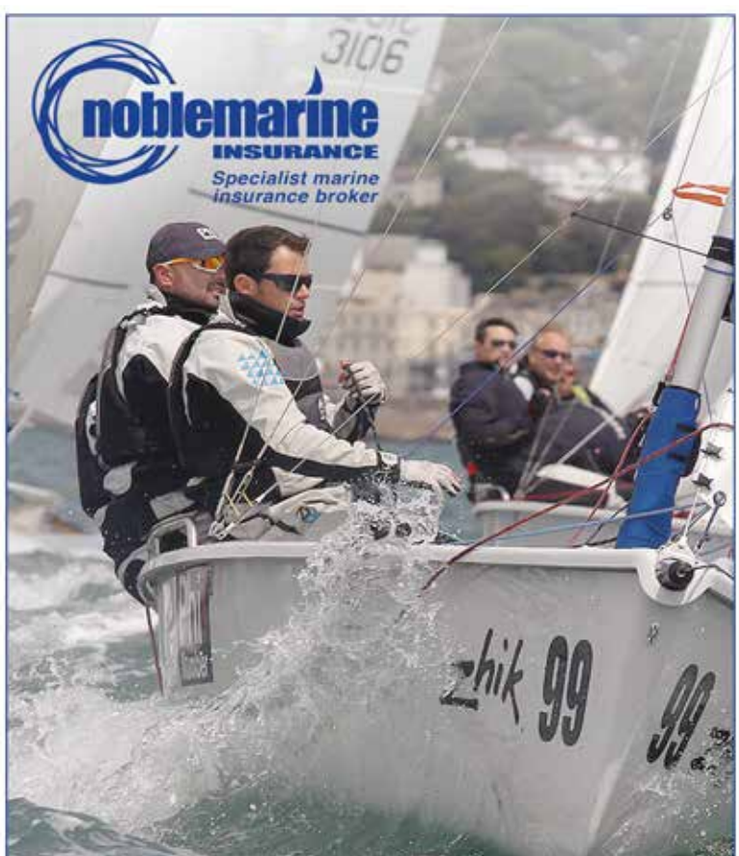
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Superbly equipped racing J24. Superb condition and is faultless. Carbon spinnaker pole, 2 complete sets of sails, extra Genoa. Regatta sails Norths 12 races old, very crackly and nearly as new. Club sails fine. All standing rigging brand new this season. Trailer and engine recently serviced and in perfect condition. £9000 Tel 07717 222761 (WEYMOUTH)

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BENETEAU 423 BLUEWATER Gryphon returned from 6 year circumnavigation (see mailasail blog). Extremely well equipped with Hydrovane, Watermaker, Solar Panels, Aquair towed/wind generator, SSB radio, power winch, bow thruster, 2 fridges, awnings and sun shades,bimini, storm sails, cruising chute, new mainsail, rerigged 2014. Perfect short handed cruising in comfort. £95000 Tel 05223 00223 / (LOWESTOFT)

12 M DUBOIS IOR 1984 mahogany Dubois IOR sloop "Capricorno". Mercedes diesel. Dacron & kevlar sails. Navtec hydraulic backstay, baby, vang and main base. Navtec rod rigging. B&G. 2.4 m draft. V. fast and seaworthy, 6 large beds, bath. Needs some deck work and painting. Dutch flag. Two photos at http://www.duboisyachts.com/Design/Yachts/under-24m. £19000 Tel +39 334 527 4460 / (VENICE, ITALY)

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SOUTHERLY 95 Lifting keel. Standing rigging & Coppercoat 2014. White with blue lining. Polished & blue repainted 2015. Genoa, main, stack-pack, cruising chute, snuffer, pole. Volvo MD2020, heating, hot water, shower, holding tank, TV, fridge, Autohelm, chart plotter, wind, depth, log, DSC VHF, inflatable, anchors, warps, fenders, lines. 1980. £29500 Tel 07453 -953735 / 01480 -280352 (POOLE)

PARKER SUPER SEAL 27 Harlequin (Boston 1984). Fully lifting keel and internal ballast, takes ground on flat-profile hull. Draft 1' 3" keel up, 5' 3" down. Amiable for single handing; fast in company. Great East Coast boat, sailed to continent. Standing rigging refitted 2012; main with two slab reefs; furling genoa; Bukh DV10ME diesel. £13500 Tel 07903 069537 / (FOSDYKE, LINCS)

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HUSTLER 25.5 WITH FIN KEEL BUILT 1977 Built by Landamores, Wroxham. Draft 4'10", displacement 2.3 tons. Beta 13.5 marine diesel, folding propeller. Five berths in two cabins, separate heads. Foruno electronic navigation, B&G log, depth sounder, cockpit repeaters. Won prizes in Round the Island and Cowes Week. Cruised to France. £5500 Tel 020 8399 5993 / (CHICHESTER)

SB 20 Well maintained, stored in barn for last 3 years, minium weight with 12Kg of correctors, wireless tactick, cover, trailer extenders, outboard,2 suits of sails, transport bag. £7000 Tel 01872 501190 / (TRURO)

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QUARTER TONNER BOLERO MK2 - SGT PEPPER IRC Optimised, New Mast and full sail inventory 2012 (used twice since, 6 days of sailing), profiled keel and new rudder. Very fast boat, always at the top of the fleet. Offers accepted for a fast sale. Please contact me for more details. £10000 Tel 07730 455200 / (SOUTHAMPTON)

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MULTIHULLS

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41 FEET CATAMARAN 41 feet catamaran build of marine plywood and fiber glass,launched November 2013. 3 berth 2 toilette and 2 showers,ideal for charter,lots of place and easy to handle. 2 Yamaha 4 stroke outboards as main engines solar power Needs a bit decoration. £79000 Tel +6680 6928468 / 80692 8468 (PHUKET THAILAND)

CATAMARAN THUNDERCAT 18 (NO. 1) Twin trapeze, Harken blocks, main and jib slightly discoloured, spare daggerboard, on adjustable road trailer, white hulls, rigging mast etc fine. Needs trampoline. Many common parts to the Hurricane 5.9. £650 Tel 01380 828655 / 07989 600950 (DEVIZES)

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